The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 243.—Vol. X.] LONDON: SATURDAY, APRIL 18, 1840. [Price 6d.

PUBLIC COMPANIES.

MEETINGS.

COPIAPO MINING COMPANY.—Notice is hereby given, that, in conformity with the rules of the company, a SPECIAL MEETING of the shareholders will be held at their office, on Thursday, the 30th instant, at One o'clock precisely, for the election of two directors and one auditor, in the places of Thomas Richardson, Robert Scott, and John Shore, Esqrs., who go out by rotation, but who will be eligible to be immediately re-elected.

22, Austin-friars, April 14. FRED. GRELLET, Secretary.

WHEAL WALLIS MINING COMPANY.—Notice is hereby given, that the ANNUAL MEETING of the shareholders in this Mine will be held at the Guildhall Coffee-house, London, on Wednesday, the 6th day of May next, at Ten o'clock in the morning; and an ADJOURNED MEETING will be held at the Mining Office, 15, St. Ann's-square, Manchester, on Thursday, the 4th day of June next, at Three o'clock in the afternoon.

By order of the directors,

15, St. Ann's-square, Manchester, April 10. HENRY CARR, Sec.

CALLS.

BRITISH SILVER-LEAD AND COPPER MINING COMPANY.—The directors of the British Silver-Lead and Copper Mining Company do hereby give notice, that they have this day made a CALL of FOUR POUNDS per share on the new shares (equal to One Pound per share on the old shares) in the above company, payable on or before the 30th day of April next, at the Liverpool Banking Company, South Castle-street, Liverpool; or at Messrs. Currie and Co., bankers, London, on their account. R. SHERATON, Sec.

Company's-office, Brazil buildings, Drury-lane,
Liverpool, March 24.

BRISTOL AND EXETER RAILWAY.—CALL OF TEN POUNDS PER SHARE, being the ninth instalment, and making, with former calls, the sum of £50 per share.—The directors of this company, under the provisions of the Act of Incorporation, hereby give notice, that the proprietors of shares are required to pay, on or before the 6th day of May next, at any of the undermentioned banks, the sum of £10 on each of their respective shares, viz.:—

London—Messrs. Glyn, Halifax, Mills, and Co.
Liverpool—The Bank of Liverpool.
Manchester—The South Lancashire Bank, and Messrs. Jones Loyd and Co.
Bristol—Messrs. Miles, Harford, and Co.; Messrs. Paillies, Ames, and Co.; Messrs. Stuckey and Co.'s banking company, or at either of their branches; the West of England and South Wales District Bank, or at either of its branches; and the National Provincial Bank of England.
Exeter—Messrs. Sanders, Sons, and Co.; Messrs. Cole, Holroyd, and Co.; the Devon and Cornwall Banking Company; Messrs. Milford and Co.; and the West of England and South Wales District Bank, or at either of its branches.

The bankers are instructed to charge interest at the rate of 5 per cent. per annum on all arrears. FREDERICK RICKETTS, Chairman.
J. B. BADHAM, Secretary.

Office, 30, Broad-street, Bristol, April 3, 1840.

Interest at the rate of 5 per cent. per annum will be allowed on payments in anticipation of calls.

NORTHERN AND EASTERN RAILWAY.—CALL OF FIVE POUNDS PER SHARE.—Notice is hereby given, that the directors of this company have made a CALL of FIVE POUNDS per share, payable, on or before the 14th day of May, 1840, and the shareholders are requested to pay the same to either of the following bankers:—

London: Messrs. Masterman, Peters, and Co.; Messrs. Smith, Payne, and Co.
Liverpool: Messrs. Heywood and Sons.
Manchester: Messrs. B. Heywood and Co.
Cambridge: Messrs. Fisher and Sons.

Interest at the rate of £5 per cent. per annum will be charged on all sums which remain unpaid after the day above appointed.

WILLIAM CRAWSHAY, Chairman.
61, Moorgate-street, London, April 9. RICHARD TILL, Secretary.

NORTHERN AND EASTERN RAILWAY.—FORFEITED SHARES.—Notice is hereby given, that the directors will meet on the 23d day of April next, at One o'clock in the afternoon, at their office, No. 61, Moorgate-street, London, to receive TENDERS, in writing, for any number of SHARES in the Northern and Eastern Railway Company, not exceeding in the whole 250 shares, which were declared forfeited under the provisions of the Act for Incorporating the said company, on the 2d day of April inst.

The shares must be tendered for as shares upon which calls to the amount of £25 each will have been paid prior to the transfer to the purchaser.

Interest at the rate of £5 per cent. per annum will be due in regard to these shares upon the said sum of £25 per share, from the 12th day of August, 1839, and will be payable by the company in August next, for one year.

It is expected that the railway will be opened to the public as far as Broxbourne, early in September next, and to Bishop's Stortford in the year 1841.

Tenders to be delivered, sealed, on or before the 23d inst., to Mr. Richard Till, secretary to the company, at No. 61, Moorgate-street, and parties attending may receive replies to their tenders at three o'clock on the same day.

WILLIAM CRAWSHAY, Chairman.
RICHARD TILL, Secretary.

COMBMARTIN and NORTH DEVON LEAD and SILVER MINES.—Notice is hereby given, that the undermentioned shares in the above company, are FORFEITED for non-payment of calls made thereon, viz.:—

FIVE SHARE SCRIPS.

Nos. 216, 246, 247, 10, 74, 76, 134, 286, 288, 325, 337, 378, 88, 345, 346, 347, 214, 117, 123, 124, 125, 3, 6, 377, 301, 302, 329, 230, 231, 237, 325, 372, 373, 333, 334, 287, 5, 7, 78, 322, 382, 389, 89, 90, 232, 233, 234, 235, 91, 92, 93, 94, 95, 96, 356, 365, 106, 11, 12, 238, 379, 381, 223, 385, 52, 53, 374, 375, 290, 291, 331, 283, 284, 4, 97, 98.

ONE SHARE SCRIPS.

Nos. 345, 346, 58, 62, 169, 178, 179, 180, 181, 182, 224, 225, 226, 227, 233, 234, 244, 245, 312, 313, 314, 320, 384, 385, 386, 387, 390, 392, 393, 73, 183, 184, 185, 256, 143, 144, 321, 388, 389, 230, 231, 232, 34, 36, 61, 109, 215, 217, 218, 270, 271, 272, 273, 151, 152, 153, 154, 155, 364, 365, 366, 367, 101, 102, 103, 195, 196, 197, 266, 267, 268, 261, 262, 235, 236, 257, 258, 259, 285, 286, 287, 288, 311, 316, 322, 324, 216, 289, 290, 370, 371, 372, 276, 277, 278, 279, 159, 160, 21, 22, 48, 28, 29, 295, 282, 354, 379, 310, 323, 368, 369, 293, 220, 221, 222, 223, 3, 4, 162, 163, 164, 165, 254, 255, 278, 279, 263, 264, 265, 6, 7, 8, 240, 241, 274, 275, 89, 99, 91, 219.

Commbmartin, April 8. WILLIAM NEWTON, Sec.

TO COPPER SMELTERS.—There are Four Men now at Amlwch, in Anglesea, capable of Burning and Smelting Copper Ore, who are ready to proceed to any place where they may be employed. Address (post paid) to William Lewis, smelter, Amlwch Port, Anglesea.

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.:—

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

TO INVENTORS AND SCIENTIFIC MEN.

THE INVENTORS' ADVOCATE, AND JOURNAL OF INDUSTRY, A NEW WEEKLY BRITISH AND FOREIGN MISCELLANY OF INVENTIONS, TRADE, MANUFACTURES, LITERATURE, AND THE ARTS, is published every Saturday Morning, price 3d., stamped. Vol. 2, No. 1, (forming No. XXII. of the work), was published Jan. 4; also the Index, Title, &c., to Vol 1, in an enlarged Number (No. XXI.), price 8d. Vol. 1 is now ready, price 15s., handsomely bound.

London: published for the proprietors, every Saturday morning at Seven o'clock, by W. Kidd, 7, Tavistock-street, Covent garden.

RAILWAY MAGAZINE, and COMMERCIAL JOURNAL. Railways, Banks, Mines, Steam Navigations, Assurances, Public Works, &c.—This long-established and extensively-circulated work, which has attained the greatest celebrity for the value of its articles, and its uniform success in all causes it has advocated, is now published weekly, price Fourpence-halfpenny stamped, and consisting of sixteen closely and handsomely printed pages. It contains full and accurate reports of all railway and other joint-stock company meetings; steam navigation; asphalte; accounts of new companies, banks, mines, assurances, canals, docks; a most important table to all travellers of the times and hours of all railway trains throughout the kingdom; unique and valuable tables of the prices of railway and other shares, paper money in circulation, metals, traffic of railways, meetings, calls, and dividends, general, mechanical, and scientific intelligence. A tide table for every day in the week for each port frequented by steam-vessels. Orders received by all news agents, and at the office, 3, Red Lion-court, Fleet-street, London.

DUDLEY PORT IRON-WORKS, SITUATE AT DUDLEY PORT, STAFFORDSHIRE.

TO BE SOLD, BY AUCTION, by E. and C. ROBINS and Co., on Monday, the 27th day of April, 1840, at the Dudley Arms Hotel, in Dudley, at four o'clock in the afternoon, in one lot—the very COMPLETE and EXTENSIVE IRON-WORKS, situate at Dudley Port, on the upper level of the Birmingham Canal, and within a mile of Dudley, adjoining to the mail road from thence to Birmingham, formerly in the occupation of Messrs. Zachariah Parkes and Company, iron masters.

The works comprise a forge and mill, worked by two powerful steam-engines, employing fourteen furnaces, and have produced per week 120 tons of nail-rods, bars, strip, and strong sheet iron. The situation is in all respects most desirable and unexceptionable; the engines and machinery are of the best description, and have had all possible attention to their preservation during the period they have been out of work; and the premises include every convenience of shops, warehouses, offices, wharf, workmens' houses, &c.

The property is leasehold for a long period, subject to trifling ground rents, and early possession may be had. It may be viewed on application to Mr. James Cartwright, residing on the premises, who is in possession of two inventories, one of the extensive fixed machinery, &c., which will be included in the sale; and the other of the tools and detached effects, which are to be taken by the purchaser at a fair valuation.

Full particulars, with plan and conditions, will be shortly published, which, with every other necessary information, may be had of Messrs. Ingelby and Wragge, solicitors, Birmingham; Mr. William Fellowes, jun., solicitor, Dudley; Messrs. Collier, Marchant, Hedges, and Steel, solicitors, Carey street, Lincoln's Inn-fields, London; Mr. C. J. Smith, solicitor, 2, King's Arm's-yard, Coleman-street, London; or of the auctioneers, Birmingham.

VALUABLE MINE MATERIALS.

TO BE SOLD, BY AUCTION, on TUESDAY, the 28th inst., by Ten o'clock in the forenoon, AT GREAT WHEAL FORTUNE, near Marazion, the under-mentioned MATERIALS, nearly new, viz.:—

One 85-inch CYLINDER ENGINE, 10 feet stroke in the cylinder, and 8 feet stroke in the shaft; three Boilers, with steam and feed pipes, and other connexions to match.
Two large and One small Capstans, and One Shears, with sheives, &c.
One 24-inch Cylinder Whim-engine (single), with One Boiler, cast-iron Axle, Whim-cage, &c.
One 19-inch Cylinder Whim-engine (double), with One Boiler, cast-iron Axle, Whim-cage, &c.
Two 10-feet 18-inch Plunger Poles, Pole Cases, Stuffing Boxes, Glands, and H and Top-door pieces to suit the same.
One each, 17, 16, 15, 10, and 8-inch Plunger Poles, with cases, stuffing boxes, and H and Top-door pieces for the same.
Sixty-five fathoms of 19 inch Pumps.
Thirty-five ditto of 17-inch ditto.
Eighteen ditto of 16-inch ditto.
Twenty-seven ditto of 15-inch ditto.
Fifteen ditto of 8-inch ditto.
Twenty-six pieces of 12, 13, and 14-inch long Memel Rod Timber, with plates, pins, and staples to suit.
One 30-feet diameter Water-wheel, 2 feet in breast, with axle for twelve cams, and crusher attached.
Also a large quantity of Iron, Timber, Ladders, Launders, Smiths' and Tinners' Tools, Bellows, Anvils, Vices, &c.

Dated Great Wheal Fortune, April 15.

WHEALS HARVONY AND MONTAGUE MINING COMPANY.

TO BE SOLD BY AUCTION, on Wednesday, the 13th May next, at one o'clock in the afternoon, at the Clarendon-rooms, Liverpool, subject to the conditions to be then produced, all those valuable, well stocked, and improving MINES, belonging to the above-named company, situate in the parish of Redruth, in the county of Cornwall, and known by the names of the WHEALS HARMONY, MONTAGUE, AND CARDREW, together with the valuable ENGINES, MACHINERY, IMPLEMENTS and STOCK, on, and appurtenant to the said mines. The mines are held by Leases, with favourable reservations.

Further particulars may be known, and tickets to view may be obtained, from Mr. Leah, at the said mines, Redruth; and from Mr. Holt, at the company's office, 40, Castle-street, Liverpool.

ONE OF THE BEST OPPORTUNITIES FOR MINE SPECULATORS, WITH A SMALL CAPITAL, EVER OFFERED IN CORNWALL.

TO BE SOLD—not for want of good prospects, or good lodes, stored with mineral, but for want of a small capital to work—the Whole, or Part, of WHEAL BASSET GREES TIN and COPPER MINE, in the parish of Kea, Cornwall. Wheal Basset Grees is joined by Bissoe Bridge Mine on the south, and Tregothnan Consols on the north—both rich and valuable mines; is about one mile nearly east of the United Mines and Great Consols, in Gwennap, which lodes are supposed to run through the sett. The mine has been constantly worked for the last four years; two rich lodes have been cut at adit level, and worked on by tributers, yielding a quantity of tin and copper ores—offering advantages to mine speculators rarely to be met with in Cornwall. The sett is held for twenty-one years, twenty years of which are unexpired, and the only reason for selling is, that the present adventurers are reduced to few in number, with a limited purse, and are unable at present to effectually work the mine. Mine agents are most earnestly invited to an inspection.

Applications to be made to Mr. E. E. Edwards, stationer, &c., Truro, the purser, where a plan of the sett, and specimens of the tin and copper from the lodes, may be seen, and every necessary information obtained; or to Captain Robert Billing, Chacewater, who will show the mine.

Dated Wheal Basset Grees, April 6.

Comfortable residence, and desirable situation for country trade.

TO BE LET ON LEASE, ROSE LODGE, situated at the southern extremity of Lough Allen, on the canal that unites that lake with the river Shannon. It is within half a mile of Drumshanbo, which is an excellent market and daily post town, and on the road leading from Carrick-on-Shannon to Enniskillen. The house contains six rooms, with other accommodation, is slated, and very comfortable, with a large walled-in yard, and good landing place to the canal. There is a large garden attached to the house, stocked with excellent fruit trees, and the land consists of three acres, on which there is a large LIME-KILN erected, and a never failing supply of the best LIMESTONE.

The LIME TRADE has been carried on for some years past, and can be considerably increased, as the facility for shipment and cheap water carriage for both CULM and LIME, is a decided advantage that this place possesses. Drumshanbo is an excellent market for all kinds of country produce, which, together with the great facility of shipment that this place possesses, leaves it a desirable situation for carrying on an extensive trade in the purchase of corn, &c., &c.

Terms may be known by application at the house, or from John Classon, Esq., Blackall-place, Dublin, of whom particulars of title may be had.

A GENTLEMAN, who for upwards of Twenty years has been confidentially employed in the COPPER-SMELTING BUSINESS, is anxious for employment. For references, apply to the Editor of the Mining Journal.

TO COAL-OWNERS, MINERS, RAILWAY CONTRACTORS, EXCAVATORS, &c.—HALL'S PATENT HYDRAULIC BELT, or WATER ELEVATOR.—By this simple, efficient, and economical invention, which has many advantages over pumps of every description, water is raised and discharged in a uniform and continuous stream, at any required elevation. The work produced, in proportion to the power applied, is much greater than in the case of the ordinary pump of the best construction. The apparatus is now at work on the premises of Messrs. Evetcigh and Neave, Greengate, Salford, where it may be inspected any day, from nine to ten o'clock in the morning, and from three to four in the afternoon; also at Mr. Edward Hall's, Sunny Bank, Ordsall-lane, Salford, and at the Tunnel, on the Manchester and Sheffield Railway, at Saltersbrook. A working model can be seen at the King's Arms, King-street, Manchester, where Mr. Hall will give every requisite information.

BITUMINOUS AND STEAM-PACKET COAL, of SUPERIOR QUALITY.—A GENTLEMAN, possessing a considerable estate, abounding in this valuable fuel, is desirous of finding a PARTY DISPOSED to JOIN HIM in OPENING the MINERALS. He is willing to embark a capital equal to one-third of the outlay, and the quality and quantity of the coal will insure a large and profitable trade for a long period of years, the property being fully capable of delivering 60,000 tons annually, and the supply of this description of coal is by no means equal to the demand.—For particulars apply to William Brough and Son, Mining Engineers, Neath, Glamorganshire.

STEAM COALS.—NEWPORT, MONMOUTHSHIRE.—It has been proved by the experience of the GREAT WESTERN STEAM-SHIP, that the only coals to be depended upon for CROSSING the ATLANTIC, are those produced from the NEWPORT MINES, on the eastern side of the Welsh Mineral Basin. Trial has been made, on board the *Great Western*, of almost every sort of coal; of the Llangennech, Graigola, and Brinderry, in South Wales; of coal from Newcastle and Liverpool; of Scotch from the east and west coast; and also of Picton, in Nova Scotia. Every sort has been forced to yield to the vast superiority of the NEWPORT COAL, which possesses the following excellent qualities:—it performs more work with a smaller quantity, does not burn the bars, nor does it clinker, and it leaves little but dust to throw overboard. It is very enduring, keeps well, and yields but slowly to atmospheric influence.

Any quantity may be had delivered on board in the Usk, or Newport River, by applying to Messrs. Ann Rees and Co., coal shippers, Newport, Monmouthshire.

STANNARIES OF CORNWALL.
IN THE VICE-WARDEN'S COURT.

PURSUANT to a Decree of the Vice-Warden's Court, made in a cause of "Coward v. Richards and another," the creditors of the defendants, in respect of GUNNIS LAKE MINE, in the parish of Calstock, within the said Stannaries, are forthwith to come in and prove their debts before the Registrar of the said Court, at his office in Truro.—Dated the 14th day of April.

H. S. STOKES, Plaintiff's Solicitor, Truro.

COLLIERIES, SOUTH WALES.—TO BE LET, for such a term of years as may be agreed upon, all the VEINS and SEAMS of ANTHRACITE and IRONSTONE, under a property of considerable extent, situate within a quarter of a mile of the Llanelly Railway, and at the nearest point to the Dock at which that Railway enters the Anthracite district; all the veins belonging to the north crop of the Anthracite Coal-field of South Wales are contained in the property, and four seams drop out on the estate. The estate is proved to be free from faults, and has produced Anthracite of the best quality. For further particulars, apply to Messrs. Manby, Brothers, mineral surveyors, No. 22, Parliament-street, London, and Swansea, Glamorganshire.

SLATE WORKS.—To a Company, or Individual, desirous of OPENING a SLATE QUARRY, the opportunity of a favourable speculation is now offered on a freehold estate, in the quiet and delightful neighbourhood of Ulverston and the Lakes, in the county of Lancaster. "A. B.," Newbybridge, Lancashire, will direct a person to show the premises, and will receive proposals.

BRITISH AND COLONIAL EXPORT COMPANY, 88, LEADENHALL-STREET.

Capital £50,000, in £20 shares. Deposit £5 per share.

DIRECTORS.

David Dickson, Esq. | T. Horton James, Esq.
Henry Howell, Esq. | Wm. Chas. Long, Esq.

With power to add to their number.

Bankers—The British and Australasian Bank, 55, Moorgate-street.

The export company was established for the purpose of cultivating the profitable trade with the Australian Colonies, and other British possessions in the east, and although little more than twelve months in operation the directors have already been enabled to pay the first half-year's dividend at the rate of 10 per cent. per annum, and intend continuing the same rate uniformly every half-year, placing all surplus profits to a reserved fund towards accumulation of capital. As the company's business is conducted with the strictest caution and economy, and under the matured experience of a manager, who has lately resided at Sydney and Port Philip in New South Wales, Hobart Town and Launceston, Van Dieman's Land, Adelaide in South Australia, the English settlements in New Zealand, and other places in the east, the directors are fully satisfied that the undertaking will realise the most sanguine expectations of the proprietors. The remaining shares may be obtained by paying the deposit at the bankers, or on application to

T. HORTON JAMES, Manager.

British and Colonial Export Company, 88, Leadenhall-street.

NEW HOUSES OF PARLIAMENT AND NEW ROYAL EXCHANGE.—A Paper read at the "Institute of British Architects."

London, March 30.

TALACRE STONE.—I have the pleasure to offer to your notice a stone quarry in North Wales, whose produce is now importing into London, two cargoes having already arrived; and, unless I am much mistaken, the introduction of this stone to the British architects will prove a valuable boon. The quarries are situated on the coast of Flintshire, within a mile of the point of Air, at the mouth of the estuary of the Dee, and adjoining the grounds of Talacre Hall, the seat of Sir Edward Mostyn, Bart.

The mineralogical character of this stone is that of siliceous sandstone, with an argillo-siliceous cement. It is of great density, a cubic foot weighing 150lbs., is worked with great ease, and being remarkably free from hard metalliferous veins and soft places, is capable of a very smooth surface, a fine arris, and the most delicate carving. The closeness of its texture and fineness of its grain render it very desirable for external work in a large city, as it prevents the soot from adhering to it, and thus clogging up the mouldings and carvings, reducing them to an undistinguishable mass of blackness, a fault justly complained of in the Bath and Portland stones.

For landings and steps, the Talacre Stone far excels the very best kinds of Yorkshire stone, as it is superior in strength, and not liable to scale in the unsightly manner that so frequently destroys the appearance of the finest pavements of Yorkshire Stone, as may be seen near the Post-office, and in the Temple; and as the quarries are now in the possession of a London company (the Talacre Coal and Iron Company), an abundant supply of large-sized stone may be expected.

Its colour is very uniform, and, to my taste, has a beautiful tone, which eminently fits it for interior finishing, especially in the Gothic style.

Its durability may be seen in the shrine of St. Winifred's Well, at Holywell, in Flintshire, which was constructed of this stone in the 15th century, and though exposed to the humidity of the air, incident to the neighbourhood of mountains and an arm of the sea, as well as to the clouds of sulphurous smoke from the numerous works on the stream issuing from that celebrated spring, yet still preserves its rich and delicate carvings in a very perfect state. Many other ancient buildings in the neighbourhood have been constructed or ornamented with this stone, as the ancient mansion to the village of Llanasa, with its curious carved porch, erected in 1642, the carvings and ashlar of which are still very perfect, the quoins of Rhyddlan and Denbigh Castles, built the latter end of the 13th century; and among modern buildings, Talacre Hall, the seat of Sir Edward Mostyn, Bart., the masonry of which is the admiration of all. I may mention that the chimney-pieces of this mansion in the Gothic style are carved in this stone, and have a very beautiful effect.

The following is the result of an experiment made on the comparative strength of the Talacre Stone with the best Yorkshire:—

	cwt.	qr.	lb.
A piece of Talacre Stone, 2 ft. 6½ in. long, 3¾ in. wide, and 2 in. thick, bore, for several minutes, a weight of	4	2	1
Best Yorkshire, of the same size, broke immediately with a pressure of	4	0	11

I may add, that from the proximity of the quarries to the new harbour of Port Talacre, this stone can be brought to London at a price little, if at all, exceeding that of Yorkshire Stone. JOHN JENKINS.

73, Gracechurch-street.

TO THE MINING INTEREST.—The following RESOLUTIONS having been agreed to by numerous friends and supporters of the "MINING JOURNAL," are submitted to the mining community at large, with the view of extending the objects beyond the limits of a private subscription:—

Resolved,—That the "Mining Journal," being devoted to the advocacy and advancement of the mining interests, and to the dissemination of knowledge connected with the several branches of science appertaining to the working of mines, as also recording the operations and proceedings of public companies generally, is a publication highly deserving the support and encouragement of the public.

Resolved,—That the thanks of the mining community, and all those embarked in legitimate mining pursuits, are eminently due to Mr. Evelyn, for the spirit and enterprise manifested by him during the past four years in the establishment and carrying on of that publication, as affording protection to the interest of the miner and mine adventurer.

Resolved,—That Mr. Evelyn, in the exposition of abuses, and more particularly in the late action brought by Mr. W. M. Thomas (in which the plaintiff obtained one farthing damages), having subjected himself to proceedings at law, which have been attended with heavy expenses, however favourable may have been the issue, it is proper that he should be held harmless from any pecuniary loss arising from the conscientious performance of his duties, and from which the mining interest has derived so much benefit.

Resolved,—That, with the view of effecting this object, a subscription be immediately opened; and that communications be entered into with parties interested in mining pursuits generally, requesting their co-operation.

Resolved,—That the names of subscribers be requested to be transmitted to the office of Messrs. Arrow and Wallis, 2, New Broad-street, City; and that a meeting be held on an early day, for determining what sum out of the amount so subscribed shall be appropriated to the purpose of presenting to Mr. Evelyn a lasting testimony of the approbation of the subscribers, of the line of conduct which he has uniformly pursued in conducting the "Mining Journal."

Resolved,—That notices of such meeting be transmitted to every subscriber at least ten days before holding the same; and that, in the interim, lists be published of the subscriptions received.—London, September 4, 1839.

†‡† It having been determined by the promoters of the subscription to close the list on the 25th of May, immediately after which a meeting of the subscribers will be convened, for the purpose of determining on the course to be adopted with reference to the testimonial proposed to be presented to Mr. Harvey Evelyn, it is suggested, that those friends or supporters of the Mining Journal, who may be desirous of promoting the object in view, should, in the interim, furnish their names, and pay over their respective subscriptions. It is further announced, that several objections having been raised by parties willing to promote the subscription, but who are averse to their names appearing in print, it has been determined that the subscriptions of parties be received until the period above named, whether the names of the several subscribers be furnished or otherwise—at the same time, the obligation will be felt where the names are affixed to the subscription.

[The list of subscriptions received will be again published previous to the meeting being convened.]

PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT-STOCK COMPANIES.

FRIDAY, APRIL 10.

Duffryn Llynvi Railway—Bill read the second time, and committed.

Dundalk and Drogheda Railway (No. 2)—Petition from Drogheda, in favour; ordered to lie on the table.

Railways—Petition for reduction of tax on passengers; referred to select committee on railway communication.

MONDAY.

Thames Tunnel—Bill "to revive the powers given to the Thames Tunnel Company, for the purchase of certain houses, lands, and premises, in the parish of St. John, Wapping," presented; read the first time; ordered to be read the second time.

Bristol and Exeter Railway—Bill reported; reported ordered to lie on the table, and to be printed.

Standing Orders—Resolution reported, and agreed to—"That, in the case of the Monmouthshire Iron and Coal Company, the parties be permitted to proceed with their bill, on proving before the committee on the bill, that they have the sanction of a special general meeting of proprietors convened to take that subject into their consideration, and on giving forthwith the notices required by the standing orders; and that the committee on the bill do examine, in the first place, how far such order has been complied with, and do report the same to the House on the report of the Bill."

Northern and Eastern Railway—Bill read the second time, and committed.

Edinburgh and Glasgow Railway (No. 2)—Petition complaining of non-compliance with the standing orders; referred to the select committee on petitions for private bills.

Eastern Counties Railway—Petition from Banff, in favour; ordered to lie on the table.

Railways—Petition for equalising the taxes thereon; referred to the select committee on railway communication.

Lead, and Lead Ore—Account ordered, "of the imports and exports of lead and lead ore, for the last year, ending 5th January, 1840 (in continuation of Parliamentary Paper, No. 230)."—*Mr. William Evans.*

TUESDAY.

Mr. Speaker reported the Royal Assent—To the Tweeddale Patent Drain Tile and Brick Company Bill, and the General Steam Navigation Company Bill.

Eastern Counties Railway—Petition from Norwich in favour; ordered to lie on the table.

Edinburgh and Glasgow Railway (No. 2)—Petition complaining of non-compliance with the standing orders; referred to the select committee on petitions for private bills.

Railways—Petition from Ayr, for alteration of the mileage duty, on railway passengers; referred to the select committee on railway communication.

Monmouthshire Iron and Coal Company—Report from select committee on standing orders read; bill ordered to be brought in.

Newcastle-upon-Tyne and North Shields Railway—Report further considered; amendments agreed to; bill ordered to be ingrossed.

Glass Duties—Bill "to impose upon broad or spread glass the same duties of excise that are payable upon German sheet glass," presented; read the first time; ordered to be read the second time on Wednesday, the 29th of April, and to be printed.

WEDNESDAY.

Newcastle-upon-Tyne and North Shields Railway—Bill read the third time, and passed.

Dublin and Drogheda Railway (No. 2)—Petition complaining of non-compliance with the standing orders; referred to select committee on petitions for private bills.

London and Dublin, &c., Communication—Copies ordered, "of the first report of the committee appointed by the Lords of the Treasury, in pursuance of addresses of the House of Commons of the 13th, 14th, and 20th August, 1839."—"Of a report from Rear-Admiral Sir James Gordon and Captain Beechey to the Lords of the Admiralty, relative to the best means of communicating between London and Dublin, and the relative capabilities of the ports of Holyhead, Orme's Bay, and Porthdynllaen"—Copies presented accordingly; ordered to lie on the table, and to be printed.

LAW INTELLIGENCE.

COURT OF CHANCERY—APRIL 16.

FRANCIS *v.* SPITTLE.—This was an appeal from an order of the Vice-Chancellor, whereby his Honour refused to grant an injunction. It appeared that Mr. Hardy, the patentee of an invention for the improvement of axletrees, entered into partnership with the plaintiff and three other persons in the year 1835, for the purpose of manufacture and sale. A clause in the co-partnership deed provided, that in case any of the co-partners became bankrupt, his assignees should not have the rights of a partner in the concern in his stead. Mr. Hardy having become bankrupt, Mr. Spittle, his assignee, put in a bailiff or messenger to protect and overlook the property, on the ground that the stipulation in the deed contravened the bankrupt laws, the operation of which could not be excluded by private agreement. In these circumstances the plaintiff and the other partners applied to the Court for an injunction to restrain the defendant from selling or interfering in any way, by his agents or otherwise, with the partnership business. The Vice-Chancellor having refused to grant the injunction as prayed, the present appeal was brought.

Mr. Wigram and Mr. Sharpe appeared for the appellants.

Mr. Jacob, Mr. Stuart, and Mr. Russell, supported the order of the Vice-Chancellor. They ridiculed the notion that any injury or inconvenience was occasioned by the presence of the messenger which called for the interference of the Court by injunction.

The LORD CHANCELLOR declined to hear the reply. He said the facts lay in a very narrow compass, and the company was a joint stock one, whether consisting of more or fewer persons, and was managed by directors in the usual way. It was stipulated that in case any partner became bankrupt his assignee should not be a proprietor, but have liberty to sell, with the consent of the remaining shareholders. He was not called upon to decide the legality of this stipulation, but he might say with Lord Eldon, that it had not been shown to be inconsistent with the rights of the creditors. No joint-stock company would admit a person to be a shareholder who was liable to the bankrupt laws, if the effect of his becoming bankrupt was to dissolve the association. And the excluding such persons would be to deprive joint-stock companies of applications from parties most likely to embark in such speculations. The assignee took Hardy's share subject to the stipulation, and therefore had no right to put a party in possession. His Lordship said the bailiff was there asserting an adverse title, and he thought there was ample injury to entitle the plaintiffs to an injunction, restraining all interference with the partnership property and effects.

LIABILITY OF PURCHASERS OF SHARES TO PAY CALLS.

SOUTH LANCASHIRE SPRING ASSIZES—APRIL 11.

WHITEHOUSE *v.* FLOCKTON.—This was an action brought to recover 453*l.*, being the amount of calls on certain railway shares alleged to be sold by the plaintiff to the defendant.—Mr. Cowling was for the plaintiff, and Mr. Serjeant Atcherley and Mr. Huggins for the defendant.

Mr. COWLING, in stating the case to the jury, said this was an action brought to recover the amount of certain calls upon certain shares in the Great North of England Railway. It appeared that, before the act for this railway was passed, the scrip, on which a deposit of 2*l.* 10*s.* per share had been made, was at a premium; and the plaintiff, who resided in Liverpool, sent up to London to a Mr. Bashford, who lived there, the scrip of twenty shares. These shares were sold to the defendant, who also resided in London, and who entered into the undertaking; and the Act of Parliament was afterwards passed, and then it seemed the defendant sold ten of these shares; but with regard to the other ten, he declined to make good his payments. The company had made seven or eight calls. Some parties paid up, but others did not. However, the company at last determined to be trifled with no longer, and applied to the plaintiff for the money, and he applied to the defendant, who refused to pay, and when the action was brought pleaded first that he made no such contract. The plaintiff, however, was in possession of his undertaking to pay the calls when they were made. He then called

Mr. Luke Bashford, who said—I lived in London in 1836. I know the defendant, Mr. Flockton. His office is in London. In March, 1836, I had some scrip from Mr. Whitehouse. Mr. Flockton called at my counting-house that day. He saw the scrip lying on my desk, and asked me what it was. I said it was some shares sent me by a friend in Liverpool to dispose of for him. I bargained with him for them for 6*d.* a share, and he agreed to allow me the usual commission as if he had purchased them through a broker. The commission was 2*s.* 6*d.* a share. I told him he must give me a written undertaking to pay up the future calls; and he gave me one accordingly. The one produced is the one he gave to me. He also gave me a receipt for my own satisfaction. I handed him the scrip on getting the receipts.

Cross-examined—He paid me 12*l.* 10*s.*; he paid me in account. I owed him 229*l.* at that time. I did not represent these as being my own shares. I paid Mr. Whitehouse in account. I had a running account with him also. I have no doubt I should enter the transaction in my books. I kept copies of my letters in a book. I have taken the benefit of the Insolvent Act, and gave up my books to the court.—[The witness's letter-book was then handed to him.]—The letter is not in this book. This book leaves off in the middle of February. It leaves off in the middle of the book. I have a dozen books yet in London. I swore that I had given up all my books. I took the benefit of the act in 1837.

By the JUDGE.—I had never any other transaction with Whitehouse.

By Mr. Serjeant ATCHERLEY.—There is no mention of Whitehouse in the balance-sheet. There is an entry in my banker's check-book of 10*l.* paid to Ruddle, in Feb., 1836, on account of shares; on the 16th Feb. there is 20*l.*; and in April I paid 50*l.* as the balance. I paid that to Ruddle for Whitehouse. Whitehouse only got 80*l.* I advised Whitehouse that I had sold the shares for a certain sum; and as the party did not come forward, and I sold them for a higher sum, I considered I was entitled to the difference.

The JUDGE here asked Mr. Cowling if he had any other evidence, as it was impossible to depend on the evidence of this witness.—Mr. COWLING said the witness was confirmed by documentary evidence.

Mr. Newburn, the agent of the Great North of England Railway Company, produced the books of the company, and said the plaintiff was in the list of unregistered shareholders for ten shares. There had been eight calls, amounting to 43*l.* per share.

Cross-examined—This book contains a list of registered and unregistered shareholders. Mr. Whitehouse has not complied with the requisites of the Act of Parliament; he has not brought in his scrip, and therefore has not been registered.

Mr. James Ward, jun., produced the parliamentary contract, and stated that he witnessed Mr. Whitehouse put down his name to it for 2000*l.*

An objection in point of law was here made, that the plaintiff had not complied with the requisites of the Act, and that he was among the list of unregistered shareholders for ten shares only.

The learned SERJEANT then addressed the jury, commenting with great severity upon the witness Bashford, and contended that it was quite clear this was a sale from Bashford, as principal, to Flockton, defendant.

The JUDGE, in addressing the jury, said the only point in the plaintiff's case was that it was admitted by the defendants that the price was 6*l.* a share, whereas the amount stated in the receipt was 122*l.* 10*s.* The jury retired for about two hours, and then returned into court with a verdict for the plaintiff for 453*l.*

BRITISH WAX-CANDLE, SOAP, AND OIL COMPANY.

At the Mansion-house, on Thursday, the Lord Mayor was informed of a trick, by which an extremely well-dressed man, of excellent address, was levying contributions on the public. The imposter went into the Salopian Coffee-house, at Charing-cross, and dined very daintily, and drank two pints of wine. After dinner he entered into conversation with some members of the House of Commons, who also dined in the coffee-house, and, having called for his bill, which amounted to 12*s.*, he sent to the landlord, Mr. Hill, to let him know that he had left his purse in another pocket; but informed him that he might look up for him in his trunk a considerable property which he had in an opulent concern, designated "The British Wax-Candle, Soap, and Oil Company," until next day, when they should be redeemed. The request was accompanied with a bundle of printed papers, purporting to be shares in the company, and the following is a copy:—

"BRITISH WAX-CANDLE, SOAP, AND OIL COMPANY.

"Capital 100,000*l.*, in 15,000 shares—5000 shares of 10*l.* each; deposit, 2*l.* Premium 1*l.* each, and 10,000 companies' shares of 5*l.* each; deposit 1*l.* each. No. —, 1 share, London, 5th April, 1839.

"This is to certify that the bearer is a proprietor of the share No. 1757, in the capital of 'The British Wax-Candle, Soap, and Oil Company,' established on the 16th November, 1838, upon which the sum of 1*l.* per share has been paid, and subject to the future instalments to be paid thereon.

"F. DESANGES,
S. S. COOPER GARDINER,
M. R. MACDERMOTT,
} Directors.

"Consumer's share. H. NIXON, Secretary."

The LORD MAYOR observed that the share exhibited was a fair specimen of the general run of shares by which persons who wanted to make rapid fortunes, a couple of years ago, were duped. He thought that, at the present time of day, it was extraordinary a landlord should be duped by such an experiment; but to be sure the manner in which the thing might have been done, probably, was calculated to put the most wary off his guard.

SPECIFICATIONS OF RECENT PATENTS.

[From the "Inventors' Advocate."]

William Coles, Charing-cross, improvements in reducing friction of machinery used in propelling vessels, lathes, and other machines, Feb. 23.—The improvement relating to steam-vessels, and which is also applicable to turning lathes and other machinery, consists in supporting the paddle-shaft by a system of anti-friction rollers instead of plummer blocks. The following is the proposed arrangement. To the bottom of the vessel are bolted two upright frames, in the lower part of which is a pair of plummer blocks, which support a horizontal shaft, having fixed at each end an anti-friction roller. These rollers support a second shaft, which like the former has a pair of anti-friction rollers at the ends, and these again support a third shaft, likewise having a pair of rollers at the ends, and upon these last rollers, and upon a corresponding pair at the sides of the vessel, the paddle shafts are supported. Other rollers are placed before, behind, and above the paddle-shaft to maintain it in its proper situation. The paddle-shaft is connected with the driving shaft by any suitable gearing.

The improvement in railroad carriages, consists in a contrivance for keeping the wheels at right angles to the rails at the curved parts of a railway. Each pair of wheels runs in a collar bar, and the two collar bars are connected together by what the inventor calls a knuckle joint, and which appears to be a kind of universal joint, allowing of vertical and horizontal motion. Upon the inner edge of the wheels is a deep flange, and at the curves a step is made along the inner side of the outer rail of the curve, and upon this step the flange of the wheel runs (lifting the rim of the wheel off the rail); the velocity of the wheel increasing to its increased diameter, the outer wheel performs the outer curve in the same time that the inner wheel performs the inner one.

John Augustus Tulk, of Seaton and Lower Iron-works, Cumberland, iron master, improvements in the manufacture of iron, Feb. 26.—This improvement consists in a process for making iron, in blast furnaces, from the rich ores of iron, called hæmatite. The inventor states, that iron is at present obtained chiefly from the argillaceous ores, which are very poor in iron, and abound in silicious matter. In the reduction of the argillaceous ores, lime is employed as a flux, which, combining with the silicious matter, forms a species of glass or slag, whilst the iron, combining with a portion of carbon, forms a carburet of iron; and the slag floating above the iron, protects it from oxidation. The hæmatite ores having but a very small portion of silicious matter, cannot form a slag, and are therefore at present only used in combination with a much larger portion of argillaceous ores. To supply this defect, the patentee adds to the ores a sufficient quantity of such vitreous materials as can be most easily procured—as the slag from iron works, where argillaceous ores are reduced, and which is at present merely refuse, sea sand, the refuse of glass works, &c. At his own works, he employs sand in the proportion of 92 silica to 101 of lime, and he recommends that these materials should be first fused and run into slag, in preference to adding them to the ores when in the furnace. The proportions he employs are one of hæmatite to two of slag.

Moses Poole, Lincoln's-inn, improvements in apparatus applicable to steam-boilers, in order to render them more safe, March 11.—The first improvement consists in a mode of applying to the boiler, as a species of safety valve, a metallic plate or disc, which shall burst when the steam in the boiler attains a certain degree of pressure, and thus relieve the boiler, which plate may afterwards be replaced with a fresh one, without stopping the working of the engines.

To an aperture in any convenient part of the boiler is fixed a curved tube, terminating in an enlargement or cup, having a ledge running round the bottom for the safety disc to rest upon. Upon the disc is laid a ring, the edge of which is chamfered off, so as not to cut the disc, and this ring is secured down firmly by another ring, which is screwed into the upper part of the cup. The outer bend of the pipe contains water, both above and below the disc, in order to maintain it at the same temperature on each side. On any convenient part of the bent pipe is fitted a cock, by closing which, the connection of the cup with the boiler is shut off, and a bust disc may then be replaced without stopping the operation of the engines.

The second improvement consists in the application of a steam whistle, to give notice when the surface of the water in the boiler is below a certain point. The whistle is of the ordinary kind, and the aperture by which it communicates with the boiler is closed by a stem, at the lower of which is a float, composed of cork, or some light wood, and covered with copper. When the water gets too low, the float and stem descend with it, and the aperture being thus unstopped, the steam rushes out through the whistle, and gives notice of the deficiency.

David Greenwood, Liverpool, millwright, and William Pickering, Liverpool merchant, improvements in engines for obtaining power, March 14.—This improvement is in the construction of a rotatory engine. By way of illustration, we will say, an outer cylinder of three feet diameter is secured to a frame, and at the upper or lower surface are two passages for admitting and emitting steam. A second cylinder, about 2½ feet diameter, is placed within the outer cylinder, and close to the lower or upper circle of the cylinder, so as to leave a space of six inches between the inner cylinder and the passage where the steam enters. This inner cylinder is formed with an axle in work in proper bearings; and two levers, placed immediately in the centre of this cylinder, are made to press, by means of springs, on the inner surface of the outer cylinder; thus when the inner cylinder of 2½ feet diameter revolves, the levers have a tendency outwards, and the steam entering, acts with all its force on the projecting lever.

A sliding valve is so constructed over the two passages, that the induction passage for steam can be, at a moment's notice, made the eduction passage; when the eduction passage, becomes the induction, the action of the engine is immediately reversed.

Francis Maceroni, of St. James's-square, improvements in steam-boilers or generators, March 26.—This boiler or generator of steam is formed entirely of tubes, which also form the bars and exterior of the fire-place or furnace, whereby the several parts are less liable to be destroyed by heat, and the moisture passing through the heated iron tube, prevents the formation of clinkers. The vertical, longitudinal, and horizontal tubes are fastened to each other by means of short cylindrical stems, with a screw formed at each end, so that one end is attached to the end of the tube, while the other pierces the side of the longitudinal or horizontal tube. The tubes are so arranged that any one of them may be removed without the necessity of pulling the boiler to pieces.

Job Cutler, Lady Pool-lane, Sparkbrook, Aston, Birmingham, certain improved combinations of metal, to be used for various purposes, April 3.—The first improvement is for combining copper, zinc, and lead, so as to produce a metal that shall be applicable to all the purposes for which brass is now used.

The relative quantities are 40 lbs. of copper, 40 lbs. of zinc, and 20 lbs. of lead. The lead is first killed in the following manner:—Put 56 lbs. of lead in a suitable receiver, with a fire under it, and which, when covered, has a tube to allow the fumes to pass off; add from 4 to 6 oz. of arsenic; then fill the receiver with sawdust, mixed with fine resin, in the proportion of 1 lb. of resin to 1½ peck of sawdust.

In order to ascertain the state of the lead, a small quantity may be drawn off from a cock below, and left to cool. Should the sample of lead retain any pliability, it must be returned to the receiver, and 1 lb. of common salt must be added, which will complete the process, and the lead, being poured into moulds for cooling, will be perfectly brittle.

A relative quantity of copper is now added to the lead that has been killed, and while in a molten state, 4 to 6 lbs. of pounded calamine is added, in a raw state, to 100 lbs. of combination metal. The relative quantity of zinc is now mixed with the copper and lead, and the receiver is filled with coke dust, to complete the process of combining the metal.

There are other methods for combining more or less zinc or lead. The zinc increases the hardness of the metal, and the copper or lead softens it.

The last improvement is for combining iron with copper, zinc, and lead. About 12 lbs. of tin, scrap iron, or Cumberland ore, is melted with 36 lbs. of copper, to which are added from 8 to 12 oz. of metallic antimony.

RECENT AMERICAN PATENTS.

[From the "Journal of the Franklin Institute."]

Joseph Richards, Philadelphia, for an improvement in the mode of smelting iron ores, and in the manufacturing of steel, Dec. 10.—In smelting iron ores, the object is to produce a carbonate of iron; the process hitherto known as best adapted to this end is by using charcoal for the fuel, and limestone for the flux. The substitution of coke for the fuel, or any of the mineral coals, does not produce iron so highly carbonated as that which is smelted by the use of charcoal.

My improvement consists in the use of one or more iron cylinders, or other vessels conveniently placed, and similar to the apparatus in common use for producing pyroligneous acid, and capable of containing compactly half a cord of wood, or any other desired quantity; dry wood evolves more acid than green, and white oak is the best. Vinegar or acetic acid may be used instead of wood, and the cylinder or vessels may be adapted to these substances.

The cylinders or vessels containing the wood or acids must be tightly closed, and furnished with a pipe that will conduct the gas evolved into a furnace above the blast. The cylinder or vessel must then be heated to a temperature that will disengage the gas, and drive it into the furnace. The gas from half a cord of dry white oak will continue to evolve for twenty-four hours. The use of clay, as commonly practised, will hinder the gas from escaping out of the furnace, and it will be rapidly absorbed by the metal in the fusion, and cause it to have an increased affinity for the carbon evolved from the fuel and limestone, and the iron will be thus furnished with a full charge of carbon.

In converting iron into steel, the present process is by the slow operation of the carbon, which is disengaged from the charcoal, and is absorbed by the metal bars. My improvement consists in the direct use, application, or introduction of pyroligneous or acetic acid, in the gaseous state, into the steel furnace, in manner as aforesaid, which will cause the iron to have an increased affinity for the carbon evolved from the fuel, and which will thus become more rapidly charged with the carbon. My improvement will be found to be most useful when coke, mineral coal, or fuel other than charcoal, is used in the steel furnace.

What I claim as my invention and discovery, and desire to secure by letters patent, is the direct use, application, or introduction, of pyroligneous or acetic acids, in a gaseous state, into the process of smelting iron ores, and in the manufacturing of steel.

REMARKS BY THE EDITOR:—We apprehend that the above patent has been obtained upon hypothetical conclusions, and not after practical trial. The patentee is a skilful manufacturer of white lead, and he seems to have concluded that the vapour of vinegar, or pyroligneous acid, will act upon the ores of iron in their reduction, and upon steel in cementation, as it acts upon the oxide of lead at the very moderate temperature at which that oxide is carbonated. We believe, however, that the fair deduction from what is known of chemical affinities relating to this matter, would be that the vaporous or gaseous acid would not be absorbed by the heated metal, or in any way contribute to its carbonisation. The experiment, however, is one of no great difficulty, but we are not aware that it has been made.

Isaac C. Bryant, Philadelphia, for a furnace for manufacturing iron, Dec. 31.—The patentee states that he constructs his furnace with several new features, and that he denominates it "the combined hot-air blast furnace." He says, "I improve the furnace by constructing its inner walls above the customary bosh, or spreading and making a secondary bosh or enlargement of the interior of the furnace above the first or customary bosh, and above the said contraction. A second or third contraction, and a third or fourth bosh may be added if found expedient, the object being to diminish the pressure of coal on the lower or customary bosh, and the liability to wedging or compression of the coal at the lower part of the furnace when anthracite is used."

Another improvement is in making recesses, or grooves, on the inner surface of the furnace, extending vertically up from the crucible, in order to allow of the ascent of air, and to diminish the heat near the crucible. The manner of heating the air is also varied from the methods heretofore pursued, and water tuyeres of a novel construction are employed. We must, however, refer to the following claims for the other particulars named in the specification. We have seen specimens of iron of very good quality made in this furnace, but we believe that the plan has been abandoned, or its use, at present suspended, as is the case with a number of the furnaces intended for smelting by means of anthracite.

CLAIM.—"What I claim as my improvement, is—

"1st. The application of the contraction, and the second bosh with one or more additional contractions and boshes, if deemed expedient.

"2d. The application of the recesses or grooves for the purposes mentioned.

"3d. The application of the air-heating chamber, surrounding the upper portion of the furnace, and the arrangement by which it is effected, the object being convenience, and economy of fuel; the said chamber being constructed and arranged in the manner set forth.

"4th. The use of an elongated opening in each of the water tuyeres, for the purpose already stated.

"5th. The use of boxes or cases containing water constantly shifted by a current placed around the crucible, so as to absorb a portion of its heat, and increase its durability. These boxes may be made in number and breadth, only equal to the water tuyeres, or they may be increased either in number or in breadth, so as to form an entire circle round the crucible. Their size and thickness may be varied as experience may prove to be expedient. They may be extended in height from the bottom of the crucible to the top of the square of the crucible.

"6th. The combination of the above improvements, or new modes of construction, or of any one or more of them, with a furnace built in the ordinary manner in other respects, or in such a manner as may be chosen by the founder."

SHEFFIELD AND MANCHESTER RAILWAY.—We understand that this important line of railway is at length about to be proceeded with in earnest. It is expected that the whole of the distance between Manchester and Glossop will be under contract during the present summer, and we think that if the directors are supported in their efforts by the shareholders, and supplied with funds to enable them to press forward the works with energy and spirit, they may succeed in completing and opening to the public that portion of the line in the course of the summer of 1841, and thus secure at once a large and profitable traffic between Manchester and the populous manufacturing districts of Ashton, Staly-bridge, Mottram, Glossop, &c., besides that which they will derive by shortening the difficult road journey between Manchester and Sheffield.—*Liverpool Standard.*

PROCEEDINGS OF PUBLIC COMPANIES

ENGLISH MINING ASSOCIATION.

A meeting of the proprietors of this association was held at the George and Vulture Tavern, on Tuesday, the 14th inst., convened by the committee, to receive from them the result of their labours respecting the negotiation they had in hand with the directors, and to receive the approbation of the shareholders on the steps they had taken.

F. NEWSOM, Esq., in the chair.

The CHAIRMAN briefly stated the object of the meeting; the committee had obtained Sir W. Follett's opinion upon the question at issue, from which it would appear that the only effectual redress they could obtain would be by filing a Bill in Chancery, the expense and delay of doing which would be sufficient of itself to deter them—added to which, the committee had not met with that support from the proprietors which they considered they were entitled to, and which would effectually prevent their taking any such steps; a subscription had been entered into to defray some trifling expenses in obtaining counsel's opinion, and the sum of 70*l.* only had been raised, two-thirds of which had been paid out of the pockets of the committee. He then read the note of agreement they had come to with the directors, and submitted the same for the approval of the shareholders present.—It was to the effect—"That the proprietors should consent to the payment of the 2*l.* call, and that, on three fourths of the call being paid, the directors undertook to pay over to the account of the company 1000*l.*—That the balance due to Mr. Bourdillon should be paid.—That the expenses the committee had been put to should be defrayed by the company"—and which note of agreement was signed by Mr. Vowler.—It was furthermore agreed—"That no further sum should be in future taken by the directors as salary, and that they should at once wind up the affairs of the company."

A SHAREHOLDER wished to know if the committee had done anything towards settling with the directors the final winding up of the company's affairs, and ventured to suggest that if they had not yet taken any steps with regard to such desirable object, they would be further conferring a great benefit on the company by remaining in office till such should be accomplished.

The CHAIRMAN said they had been now two years in office, and had devoted a very large portion of their time to settling the affairs of the company; he considered it would be hardly fair to ask them now to remain in office any longer; indeed, the committee found they could not accomplish anything further—no end would be answered by it; there was no doubt, certainly, that they had a fair claim to the whole amount of salary received by Mr. Duncan Campbell since 1832, but it was most likely they should not be able to obtain payment of that sum, even if they had a legal award—it was his advice that they should at once wind up the affairs of the company; he then put the question—Whether the consent of the shareholders should be given to the agreement which had been submitted to them for their approval? and which was at once unanimously voted.

The CHAIRMAN added his advice, that the call should be at once paid, as the directors, having the power to enforce it, would certainly do so; they were about 7000*l.* in debt to various parties, and another 7000*l.* to the Perran Company; the machinery on the mine was estimated at 13,000*l.*, and there was about 1000*l.* paid on account of the present call; when the whole amount was paid, they should no doubt have something in hand to be returned; the directors, though having most shamefully managed the company's affairs, should have the means afforded them of paying the company's debts.

Mr. SMALE thought the committee had got not half enough from the directors—it was, however, a choice of two evils, and they must be satisfied with the result; he felt very strongly with regard to Mr. Duncan Campbell's showing himself at their last meeting, and considered his conduct disgraceful; it was really too much to tell them he had taken the whole labour of the management of the company's affairs upon his shoulders, and then immediately afterwards telling them he was blind.—An especial vote of thanks to the committee, for having brought the negotiation with the directors, considering all circumstances, to such a favourable issue, was then passed unanimously.

In answer to a question, the CHAIRMAN said, they did not inquire who paid the 1000*l.*—it was sufficient for them the amount was made up.

It was then suggested by two or three of the proprietors present, that a stringent vote of censure should be passed upon Mr. D. Campbell.

The general feeling of the meeting being that a committee of shareholders should be formed to co-operate with the directors in bringing the company's affairs to a close, the CHAIRMAN said, it was their opinion that the further continuance of a committee could effect no object of benefit to the company; they could have no doubt whatever that full justice would be done them by the directors. If they had been possessed of the knowledge at the commencement of the transaction, which they had since acquired, they should have been able to save to the company full 10,000*l.* to 12,000*l.*

Mr. GROOM (a member of the committee) said, they had never charged the directors with misappropriating the funds of the company, but with great neglect in fulfilling their duties, and a great want of knowledge as to what those duties were. The present call was, doubtless, a legal one, and he would advise the proprietors to pay the same; there could be no doubt that the two dividends that had been made came out of the company's stock—that is to say, were not made from profits; but he felt they had been very negligent in not looking after their own concerns more diligently than they had done—they should have discovered the evil sooner, and, consequently, not suffered to so great an extent.

Previous to the adjournment of the meeting, the members of the committee expressed themselves greatly bound to return their thanks to the directors, for having, in the most courteous manner, afforded them every information in their power.

The adjourned annual general meeting of the shareholders and directors of the English Mining Association, convened by private circular, was held at the George and Vulture Tavern, on Wednesday, the 15th inst., pursuant to the Deed of Settlement, to receive the report of the directors for the past year, and to elect two directors—in the room of Sir Thomas Turton and Mr. Duncan Campbell—and also one auditor.

ARCHER BURTON, Esq., in the chair.

Mr. BOURDILLON read the report of the directors, which stated that they had prepared the various accounts of receipts and expenditure from the commencement of operations, with statement of profit and loss of each mine—from which it appeared that the amount of profit made by the Great St. George bore no proportion to the expectations that had been indulged in, and was, moreover, swallowed up in the loss attendant on the working of the other two; the total loss incurred on the workings of the mines amounted to 3275*l.*; they were in debt 5941*l.*, and, in addition, about 7000*l.* to the Perran Company; now, the directors considered there were only two ways of getting over this state of the company's affairs—the first was, to make a *forced* sale of the property on the mines—the other, to declare a call, and thus pay the company's debts—they had determined upon adopting the latter course, and thereby save the company certain loss; they also trusted they should be able to obtain a further grant from the Duchy. The debts of the company must be paid, as also the amount of the award to the Perran Company, for both which the shareholders were individually liable. The directors wished unanimity to prevail over all their proceedings—they wished to go hand in hand with the proprietors in their endeavours to protect the property of the company—they wished everything to be conducted in harmony, feeling assured that such was the only manner in which they could get over their difficulties.

The CHAIRMAN said it was unnecessary for him to make any observations on the report; he was very glad to say that arrangements had been entered into with the committee in a perfect good feeling, not involving the reputation of any individual in the company; their sole desire and object in completing the negotiation was with a hearty good will to wind up the affairs of the company as beneficially as possible to every proprietor; it would, they must be well aware, be far more advantageous to them to act in such way, than in a hostile and inimical manner, to endeavour to bring the matter to a close—by putting their shoulders to the wheel, he had no doubt they should extricate themselves from all their difficulties; for the information of those who were not present at the meeting held on the previous day (Tuesday), he would read the note of the agreement between the committee and the board [to the proceedings of which meeting we refer our readers]; added to which, since that meeting, a clause to the effect that 1*l.* 1*s.* should be awarded for the attendances of the directors at each of their board meetings was appended. He wished particularly to draw their attention to the necessity of electing two directors, in the place of the two gentlemen retiring, if two could be found willing to come forward and assist in winding up their affairs, there being at present only three, and two out of that number living in the country, it was necessarily difficult at times to get a board, and without the sufficient number being present, it was, of course, impossible that any business could be transacted, which, in such a state as they were in at present would of course be most detrimental to their interests; it was a heavy expense to him, to leave his home (sixty-four miles from town) to attend their meetings, and very likely, in some instances, though expense would be incurred, and even then they might be unable to form a board.

Mr. NEWSOM said that such expense as travelling charges, which their worthy chairman must incur, must, undoubtedly, be paid by the company—in fact, they had better be put to any expense than lose his invaluable services; he hoped their chairman would not suffer the ship to founder for want of his attention.

The CHAIRMAN said he certainly should not desert the company; he was most desirous to see its affairs brought to a satisfactory conclusion, and should give his best services towards the attainment of such object.

Mr. NEWSOM, looking at the statement of assets and liabilities, calculated that they should have to receive the sum of 1*l.* or 30*s.* per share upon the breaking up of the concern, and if they obtained the lease from the Duchy, which they had now in contemplation, they should, no doubt, be able to dispose of their property at a more advantageous rate.

Mr. DUNCAN CAMPBELL, being appealed to for information on this subject, said he considered the Duchy would have no objection to grant them the additional lease; there had already been taken steps towards it, and he considered the dispute they had had with the Perran Company, had, in a great measure, prevented its having been effected before this.

The SECRETARY then read a lengthy and explicit report from Mr. Humphries (the company's agent), dated in October last.

Mr. DUNCAN CAMPBELL said, in answer to a question, that the depth of the south engine-shaft was eighty fathoms; the mine was now full of water, the engine having been stopped for some time.

Mr. SMALE here objected to the charge of 1*l.* 1*s.* for directors' attendances—it had been added since the meeting held yesterday, and he wished the shareholders fully to understand what they were liable for; he thought, that after the mismanagement and misappropriation of the company's funds, it would be better if they did not take the money.

The CHAIRMAN said he repudiated such charges entirely, he would not, and could not, allow such statements to be made; if he (Mr. Smale) said one word that would lead to a discussion on the affairs that were passed, he would take his leave of them *in toto*, and they might wind up their affairs as best they might; he had indulged in the hope that everything would have been conducted in a friendly and amicable manner—that nothing would have occurred to disturb the harmony which had hitherto prevailed; he felt sure that nothing but a perfect understanding between the directors and shareholders would enable them to settle their affairs.

Mr. LICHFIELD, desiring to bring the business of the day to a close, suggested that the obtaining the new lease should be left entirely with the directors, and moved a resolution to such effect—adding also, that the final winding up of the affairs of the company should be left entirely in their hands, which was unanimously agreed to.

Mr. NEWSOM then moved a resolution to the following effect:—"That the late call of 2*l.* per share being absolutely necessary, it is requested that those parties who have not yet paid their call will at once do so," which was also passed.

The fact of there not being a sufficient number of directors to wind up, with the necessary dispatch, the affairs of the company, was again pressed upon the notice of the meeting by the CHAIRMAN. He wished, before they adjourned, to make a few observations on a point which deeply interested them; he would make no further remark in commencing, but designate as "folly" Mr. Duncan Campbell's conduct with respect to the qualification; passing over that, there was no fraudulent intent in anything which related to that gentleman; he considered the proprietors would be greatly consulting their own interests, and furthering their desire to wind up their affairs advantageously, by again re-instating Mr. Duncan Campbell in their confidence, and among their directors they would find him a valuable man in obtaining their lease or disposing of their property.—The meeting, however, considering they had given that gentleman sufficient trial, preserved upon this point a somewhat disagreeable silence, and no gentleman was found who could undertake the responsibility of the office.—It was resolved—"That the note of agreement entered into between the directors and committee should be entered on the minutes," and Mr. Charles Compton having been re-elected auditor, the meeting adjourned.

ANTI DRY-ROT COMPANY.

An extraordinary general meeting of the shareholders in this company was held at the London Tavern, on Thursday, the 16th instant.

WILLIAM REVELL VIGERS, Esq., in the chair.

The CHAIRMAN read the advertisement convening the meeting, which was to consider the propriety of making a call, and also (if thought advisable by the meeting) to present some mark of respect to Thomas Collett, Esq., for his exertions in the cause of the company. With reference to the call, the chairman thought every explanation had been given at the last meeting; the directors had then shown that a call of 1*l.* per share would pay off their solicitor's bill, and the balance due the bankers, and leave a surplus, or working capital, of from 3000*l.* to 4000*l.*; they had at present a good stock of corrosive sublimate, and the directors had no reason to alter the good opinion of the undertaking expressed at the last meeting, but were convinced that with proper economy, and good management, it must become a good concern; with respect to the other part of the requisition, the expression of the gratitude of the shareholders to Thomas Collett, Esq., he believed that every gentleman who had come in contact with him during his exertions in rallying the company, and relieving it from the disordered state in which it had been placed, must have borne witness to the talent, tact, and interest evinced by that gentleman; he had devoted much valuable time to their advantage, and had, in fact, placed the company on an entire new footing; through his exertions between 8000 and 9000 names appeared on the register, and the company might now be considered on a firm and lasting basis, and whatever good results might hereafter follow, they must consider themselves in a great measure indebted to the exertions of T. Collett, Esq., and the high character and standing which he holds in society.

Mr. MONTAGUE then moved a resolution, to the effect—"That the making a call of 1*l.* per share, payable on the 15th of May next, would be highly conducive to the interests of the company; and that in making it, the directors pledge themselves it shall be the last to which they will consent, though empowered by the Act of Parliament to call in the remaining 7*l.* 10*s.* per share."

Mr. HUTCHINSON saw no reason to bind themselves not to make any further calls, as circumstances might arise in which another might be absolutely necessary, and yet the company be in a flourishing condition.

The CHAIRMAN said this subject had been well considered by the directors, and he was satisfied that this call would be sufficient—indeed, he considered if 1*l.* call would not enable them to go on, two or three would not assist them; he had 6000*l.* at stake in the concern, and if he saw they could not get on without more money he should beg leave to retire, and let his interest go; this call would carry them on for twelve months, by which time he had no doubt the company would be in a flourishing state.—The resolution was then seconded by Mr. BARBER, and carried unanimously.

Mr. AMERY, in moving the next resolution, bore testimony to the unwearied assiduity and zeal displayed by Mr. Collett, in rescuing the company from the dilemma into which it had fallen—it was impossible to know the difficulties he had had to contend with; he had devoted a large portion of his valuable time, since November, 1838, to the interests of the company, and although he had retired to the country for the benefit of his health, he had forgone that retirement, and had given his talents and his time to unravel and place upon a firm footing the affairs of this company; it was quite impossible they could remunerate him in pounds, shillings, and pence, but there was another way open, and one in which he was sure he should be joined by all present; while they would show their gratitude, they must bear in mind not to be extravagant, and he should (though against his own feelings), therefore, limit the sum to 200 guineas. He then moved a resolution, to the effect—"That this meeting, deeply impressed with the importance of the services rendered by Thomas Collett, Esq., to the company, recommend the presentation of a piece of plate of the value of 200 guineas, with a suitable inscription, as expressive of the gratitude of the shareholders, for the zeal and firmness, yet suavity of manners, with which he has succeeded in placing the company in its present position."—P. CAZENOVE, Esq., seconded the resolution, which was carried unanimously.

—COLLETT, Esq., returned thanks on behalf of his brother.

Thanks were voted to the chairman and directors, and the meeting separated.

CHESTER AND BIRKENHEAD RAILWAY.

A meeting of the shareholders in this company took place on Friday, the 10th inst., at the Clarendon Rooms, Liverpool.

WILLIAM DIXON, Esq., in the chair.

Mr. MALLABY (the clerk of the company) read the report of the directors, which commenced by alluding to the flooding and continuous rains of the last winter, by which the progress of the works had been retarded at least three months. It was satisfactory, however, that this line has stood almost uninjured during the severity of a season which elsewhere had caused great destruction. The report then stated, that the principal subjects for the information of the proprietary were, first, the Act of Parliament for raising 125,000*l.* having been obtained, pursuant to the wish of the last general meeting; secondly, the conclusion of a satisfactory arrangement between this company and the Grand Junction Company, arising out of the purchase of the Chester and Crewe line by the latter; and, finally, the purchase by this company of the Monks' Ferry Hotel, quay, and lands. With regard to the first point, 2000 of the new half shares had already been appropriated. The directors had deemed it prudent to issue the new half shares at a discount of 5*l.*, permitting every proprietor to take one half share for every share held, provided that 15*l.* be paid by equal instalments on May 1, June 15, and August 1; and, in the event of all not being taken, the residue to be sold for the benefit of the company. With regard to the terms made with the Grand Junction Company, the directors stated, that they involved delicate and knotty points; but they had been mutually settled, and were extremely favourable to this company. On the subject of the Monks' Ferry purchase, the directors considered that it would be prejudicial to develope fully the plan by which they estimated the value of the purchase.—Mr. Mallaby next read the engineer's report, which gave a detailed account of the progress of the works. The report stated, that 90 per cent. of the works had been completed along the entire line, and the completion of the whole might be expected about the 1st of August. It appeared from the accounts, that the sum received for calls amounted to 63,871*l.* 3*s.* 5*d.*, and the expenses 54,561*l.* 3*s.* 1*d.*, leaving a balance in the bank, and also a balance in the hands of the treasurer.

The adoption of the report was then moved by Mr. FOLLETT, seconded by Mr. SEGAR.—The three retiring directors, Mr. Dixon, Mr. Bentham, and Mr. Fosbery, were then re-elected unanimously.—W. Claxton, Esq. was appointed a new director.

In answer to a question from a proprietor, the CHAIRMAN stated, that the new half shares were 20*l.*, but 15*l.* only would be called for; the calls would probably amount to 75,000*l.*, and the company possessed the power of borrowing 40,000*l.*, which would be sufficient for their wants.

A PROPRIETOR inquired whether the sleepers on the line had been prepared according to Kyan's process?—Mr. STEPHENSON (the engineer) replied, that the greater portion had been Kyanised.

Thanks were then voted to the chairman, and the meeting adjourned.

GRAND JUNCTION RAILWAY COMPANY.

A meeting of this company was held on Saturday last, at the Exchange-buildings, Liverpool, for the purpose of taking into consideration the incorporation of the Chester and Crewe Railway with the Grand Junction Railway Company.

JOHN MOSS, Esq., in the chair.

The CHAIRMAN briefly explained the object of the meeting.

Mr. SWIFT (the company's law-clerk) read the heads of the proposed bill, which vested the whole of the property of the Chester and Crewe Line in the Grand Junction Company—the latter undertaking to meet all the engagements of the former, and to complete this line.

It was moved by Mr. TAYLEUR, and seconded by Mr. HAIGH, that application be made to Parliament for an Act embracing the above objects, which was carried unanimously.

The CHAIRMAN then directed the attention of the meeting to a statement put forth by Mr. Bury, the effect of which was to show that the expense of the locomotive power on the Grand Junction Line was greater than the expense of the same power on the London and Birmingham Line. Mr. Locke, the engineer, being present, would be glad to afford the meeting any explanation on the subject.

Mr. LOCKE said that the statement alluded to made it appear that the expense of the locomotive power on their line exceeded, by 17,000*l.* a year, the expense of the same power on the London and Birmingham. Nothing could be more fallacious than the data on which Mr. Bury based his calculations. Mr. Locke proceeded to show the different circumstances in the relative position and workings of the two lines which had been overlooked. If they (the company) contemplated a change in their locomotive power, he was prepared to show them that no reliance could safely be placed on the statement on which he had been commenting.

The CHAIRMAN stated that the object of the Grand Junction directors had always been to have the best locomotive power; and they could not certainly be induced to change their system on the showing of Mr. Bury.

Thanks were then voted to the chairman, and the meeting separated.

SHEFFIELD AND ROTHERHAM RAILWAY.—A special general meeting of this company was held on Wednesday, the 8th inst., at the Cutlers' Hall, Sheffield, for the purpose of ratifying and sealing an agreement with the North Midland Railway Company, for building offices and works in the Sheffield station, and for the conveyance upon this railway of the North Midland traffic; and also to put in force the Act of Parliament recently passed relative to this railway. Mr. H. Vickers read the heads of the Bill, which authorises additional shares to be raised to the amount of 50,000*l.*; also 20,000*l.* more may be borrowed on mortgage if required; making the whole capital, should it be necessary, 200,000*l.* Shares to be apportioned to the present subscribers in like ratio to those they now hold. By the agreement with the North Midland, that company undertakes to build the stations and works required, and for the outlay they will receive an agreed amount of interest. All passengers and goods intended for the North Midland line will be conveyed from Sheffield by that company, and an allowance made to the Sheffield and Rotherham Railway Company for the distance travelled on their line, after deducting a certain sum for power and other contingencies. The North Midland will also undertake the management of the communication to Rotherham, by which much expense will be saved. The agreement was unanimously ratified, and it was stated that the best feeling exists between the committees of both companies. It was announced that the North Midland would be formally opened from Derby to Sheffield on the 4th of next month. The traffic on the line for the three months, ending March 31, compared with the same period of the previous year, shows an increase of 1230 passengers.

GREAT WESTERN RAILWAY.—The ten-feet wheels attached to the locomotive engines employed on this railway not being found fully to answer the expectations of the directors, they have altered their plan, and in future wheels of seven feet diameter are to be employed. The result has been the attainment of the speed of fifty-six miles an hour. On Saturday, the 28th ult., the "Firefly," a new engine manufactured on this principle by Messrs. Jones and Co., of the Viaduct Foundry at Newton, made an experimental trip from Paddington to Reading, and the following is a statement of her performance. She left the station at Paddington at 13 minutes 18 seconds past 11 a.m., and reached Reading at 59 minutes 43 seconds past 11, having passed the first milepost at 11 hours 15 minutes 57 seconds, and the 35th at 11 hours 58 minutes and 44 seconds, which is equivalent to one mile in one minute and 15½ seconds, or nearly 48 miles an hour. During the journey one of the tender springs broke and caused some additional friction on the axles. The load was two carriages and one truck. At 3 hours 19 minutes and 2 seconds the party started on their return to London with two carriages. They stopped to take in water at Twyford, which detained them 14 minutes and 44 seconds, and finally arrived at Paddington at 21 minutes 3 seconds past 4. The 29th milepost from London was passed at 3 hours 44 minutes 50 seconds, and the second at 4 hours 16 minutes 21 seconds, which is equal to the speed of one mile in 1 minute 11½ seconds, or an average of 50½ miles per hour. The greatest speed attained was from the 26th to the 24th milepost, which was done at the rate of 56 miles an hour. This is the greatest speed at present attained in the history of locomotive power; what will ultimately be the greatest it is impossible to foretell.

PRESTON AND WYRE RAILWAY.—The works of this railway, opening into Preston, are in a state of very active progress. Within the last few weeks, an immense quantity of brickwork has been erected on this portion of the line. We understand that an idea is entertained of the railway being ready for opening in the course of the ensuing summer. So far as we can judge, however, there is no prospect of this being realised.—*Preston Chronicle.*

MEETINGS OF SCIENTIFIC BODIES.

IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Statistical	4, St. Martin's-place	Monday	8 P.M.
Linnæan	Soho-square	Tuesday	8 P.M.
Horticultural	21, Regent-street	Tuesday	2 P.M.
London Electrical	Adelaide-street	Tuesday	8 P.M.
Society of Arts	Adelphi	Wednesday	7½ P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
Scientific Society	Charlotte-st., Bloomsbury	Thursday	7½ P.M.

PUBLIC COMPANIES.

MEETINGS.

Agricul. & Commercial Bank of Ireland	Fleet-street, Dublin	April	29.. 11.
Grand Surrey Docks	London Tavern		21.... 1.
Blaenavon Iron and Coal Company	London Tavern		24.... 1.
Cornwall Great United Mines	York Hotel, Manchester		28.... 2.
Stanhope and Tyne Railway	New Broad street		30.... –.
Cheltenham and Great Western Union	King's Head Hotel, Cirencester		30.... –.
Preston and Wyre Railway	Office, 11, King William-street		30.... 1.
Copiapo Mining Company	Office, 22, Austin-friars		30.... 1.
Haytor Granite Company	Scot's yard, Cannon-st.	May	1.... 3.
Equitable Reversionary Interest Society	London Coffee house		1.... 3.
Gas-Light and Coke Company	Crown and Anchor Tavern		2.... 11.
West Middlesex Water-works	New-road		5.... 11.
Wheal Wallis Mining Company	Guildhall Coffee-house		6.... 10.
Imperial Brazilian Mining Association	London Tavern		7.... 2.
Great Leinster and Munster Railway	Office, 62, Moorgate-street		12.... 1.
National Provincial Bank of England	112, Bishopsgate street-within		14.... 12.
Wheal Wallis Mining Company	St. Ann's-sq., Manchester.	June	4.... 3.

CALLS.

South Australian Company	24*l.*	April 18	Ladbrokes, Kingscote, and Co.
Gen. Reversionary & Investment	10*l.*	18	Drummonds.
Westminster Cemetery Company	3*l.*	18	11, Haymarket.
Birmingham and Derby Railway	10*l.*	20	Glyn and Co.
Wheal Hennock and Christowe	1 s.	21	W. of Engl. & S. Wales Dist. Bk.
Bolton and Preston Railway	5*l.*	21	Jones Loyd and Co.
Manchester & Birmingham R'way	5*l.*	22	As former calls.
Kent Zoological Company	1*l.*	23	Masterman and Co.
North Midland Railway (new)	10*l.*	24	Office, George-st., Mansion-h.
Deal Pier Company	1*l.*	27	Ladbrokes, Kingscote, and Co.
British Silver-Lead & Copper Co.	4*l.*	30	Currie and Co.
West Wheal Jewel Mining Co.	10s.	May 1	As former calls.
Tregolian Mining Company	10s.	1	London & Westminster Bank.
Union Flint Glass Company	1*l.*	1	Ladbrokes and Co.
Cheltenham & Gt. Western Union	5*l.*	2	Glyn and Co.
Irish Waste Land Improvement	2*l.*	2	London Joint-Stock Bank.
S. Towan, Rose Ann, & Wh. Lydia	5s.	6	Counting-house of the Mines.
Bristol and Exeter Railway	10*l.*	6	Glyn and Co.
New Granada Mining Company	1*l.*	8	Office, Freeman's-court.
Equitable Reversionary Interest	5*l.*	11	Coutts and Co., Strand.
Northern and Eastern Railway	5*l.*	14	As former calls.
Porth Cawl Iron and Coal Co.	10*l.*	June 15	Union Bank of London.

DIVIDENDS.

Holmbush Mining Company	1*l.* per share	New Broad street.	April 23.
English Copper Company		27, Upper Thames-street	—.
South Caradon Mine	12*l.* per sh.	On the Mine	—.
Commercial Bank of New Orleans	4 per cent.	Reid, Irvine, & Co.	May 15.

WEEKLY RAILWAY TRAFFIC RETURNS.

LONDON AND BIRMINGHAM RAILWAY.

[Length of Line, 113¼ miles.]

The gross amount for conveyance of passengers, parcels, carriages, horses, and mails, for the week ending the 11th April	£11,398 9 2
For merchandise for the same time	2,016 7 3
Cattle	50 11 0
Total	£13,465 7 5

GREAT WESTERN RAILWAY.

[Length of Line opened, 55¾ miles.]

Traffic Returns for the week ending 13th April	£2773 1 11
Parcels and merchandise	475 10 3
Total returns for the week	£3248 12 2

LONDON AND SOUTH-WESTERN RAILWAY.

[Length of Line opened, 58½ miles.]

Total receipts for passengers, parcels, &c., on this line for the week ending April 13th, £2566 6s. 10d.

EASTERN COUNTIES RAILWAY.

[Length of Line opened (to Romford) 10½ miles]

Passengers to April 5th	221,901
Ditto, for the week ending April 12th	5,425
Total passengers	227,326

LONDON AND GREENWICH.

[Length of Line, 3¾ miles]

Week ending 18th April .. £353 16s. 1d.

LONDON AND CROYDON.

[Length of Line, 10¼ miles.]

Week ending 13th April.... £584 0s. 8d.

LATEST CURRENT PRICES OF METALS.

LONDON, APRIL 16, 1840.

		£	s.	d.
Copper, Brit.—Cake	ton	94	0	0
Tile	do.	92	0	0
Sheets	lb.	0	1	0
Bottoms	do.	0	1	1
Foreign—S. Am. (dy. 37s. cwt.)	8d. ton	87	0	0
Tin, Brit.—Blocks	cwt	4	2	0
Bars	do.	4	4	0
Plates, common to best, per box	{ c.c. 1 10 0 to 1 12 0; i.x. 1 16 0 .. 1 18 0; i.x.x 2 2 0 .. 2 4 0			
Wasters of the above Mks. 3s. less, all others 6s. less.				
(Others in proportion.)				
Foreign—duty 30s. per cwt	{ Banca, 8d. cwt. 76s a 78s; Straits, 8d. cwt. 73s a 75s; Bars, 8d. cwt.	4	4	0
Lead, Brit.—Pig	ton	17	5	0
Sheet	ton	18	5	0
Shot	ton	20	10	0
Red	ton	19	10	0
White (dry)	ton	25	0	0
Do. (gd. in oil)	ton	26	0	0
Litharge	ton	19	10	0
Foreign—Span. (dy. 40s. per ton)	8d. ton	17	10	0

		£	s.	d.
Iron, Brit.—Pig, No. 1	ton	5	0	0
Bar	ton	6 0 0 to 8 15 0		
Do. Carg. in Wales	ton	7	15	0
Bolts	ton	9	10	0
Nail Rods	ton	10	0	0
Hoops	ton	11	0	0
Sheets, single	ton	12	0	0
(Others in proportion.)				
Foreign—Swedes, cn. 8d. for Steel, (var.	ton	13	10	0
Duty 30s. per ton. Russian com.	ton	13	0	0
P.S.I.	ton	14	0	0
C.C.N.D.	ton	18	0	0
Steel, Brit.—Blistered, (various qualit.)	ton	25 0 0 to 45	0	0
Shear do. do.	45 0 0 ..	84	0	0
Cast do. do.	45 0 0 ..	84	0	0
Foreign—Swedes in kgs 8d.	ton	19	0	0
Duty 20 per cent. Do. Faggots 8d.	ton	19	10	0
Milan	8d. ton	30	0	0
Spelter, For.—Cakes (dy. 2l. p. ton,)	8d.	20	2	6
English Sheets		33	0	0
Quicksilver—(dy. 1d. per lb.)	8d.	0	3	11

Remarks.—The iron markets remain the same as last week, as also copper, tin, and lead. Spelter is, perhaps, somewhat better, from decreasing stocks.

THE FUNDS.—SATURDAY MORNING.

ENGLISH FUNDS.

New 3½ per Cent. Annuities, 89¼ ⅜
3 per Cent. Consols for Acct., 91⅛ ⅛
Exchequer Bills, 26 24 pm
Bank Stock, 7 per Cent., 175 ⅛
3 per Cent. Reduced, 89⅞ 90⅛
3 per Cent. Consols Ann., 90⅛ 1⅛
3½ per Cent. Annuities, 1818, 98⅝
3½ per Cent. Reduced Anns., 98⅝ ⅜

FOREIGN FUNDS.

Portuguese, New, 5 per Cent., 36¼ ½
Ditto 5 ditto, 23¼ ¼
Russian Bonds, 102, 112¼
Brazilian Bonds, 76
Cuba Bonds, 6 per Cent., 82
Spanish Bonds, 5 per Cent., 28 ⅜
Ditto Deferred, 14¼ ⅜
Colombian, 1824, 6 per Cent., 20¼
Dutch 2½ per Cent., 53¾ ¼
5 per Cent., 102⅜ ⅜

SHARES.

Rhymney Iron, 40
Real del Monte, ungd., 34
Birmingham and Derby Railway, 63
Birmingham and Gloucester, 93¼
Great Western Railway, 75 6 80 78½
New ditto, 34¼ ¼ ⅜ 7 5/8
London & Brighton Railway, 23¾ 3¼ 5
London and Blackwall, 17¼ ⅜
London & Birmingham, 102½ 5
Ditto ¼ Shares, 25¾ 6
Ditto New Shares, 6¾
London and South Western, 43¾ 4 6¼
London and Croydon, 9¾ 10¾
North Midland, 87½ 8
Ditto New, 19 ⅜ 20 ¼
London & Westminster Bank, 39 2½
National Prov. England, 35
Colonial, 33½ 3
National Bank of Ireland, 16¼
Union Bank of London, 2¼ ⅜
Union Bank of Australia, 29¼ 6 ¼
London and County, 9

GOLD AND SILVER.

Foreign Gold in Bars (standard)	per oz.	£3 17 9
Foreign Gold in Coin, Spanish Doubloons		0 0 0
New Dollars		0 0 0
20 Franc pieces		0 4 10½
Silver in Bars (standard)		0 5 0½

METEOROLOGICAL JOURNAL, 1840.

April	Thermometer	Barometer	April	Thermometer	Barometer
Thurad. 9	from 36 to 50	30,11 to 30,22	Monday 13	33 .. 43	29,68 .. 29,79
Friday.. 10	.. 35 .. 55	30,35 .. 30,30	Tuesday 14	29 .. 43	29,74 .. 29 79
Saturd. 11	.. 37 .. 50	30,14 .. 30,04	Wednes. 15	.. 29 .. 43	29 84 .. 29,82
Sunday 12	.. 33 .. 47	29,99 .. 29,80			

Wind, N. on the 9th and following day; S.W. on the 11th and 12th; N.E. on the 13th, and morning of the 14th; since S.E.

Except the mornings of the 9th, 11th, and 13th, generally clear; a little rain fell on the morning of the 9th.

Rain fallen, ,05 of an inch.

Edmonton CHARLES HENRY ADAMS.

NOTICES TO CORRESPONDENTS.

Mr. Bice's letter came to hand, and we shall be happy to comply with his request; and only trust that in this, as in other cases, those connected with mines will not hesitate to communicate, in any instance, where we can be useful in advancing the mining interests.

We have received the communication of Mr. Prideaux, with the revisal of the paper "On the Blowpipe," for which he has our thanks. The paper, complete, with illustrations, shall appear in the next Number of the Review.

THE MINING JOURNAL,

Railway and Commercial Gazette.

LONDON, APRIL 18, 1840.

The report of the proceedings at the two meetings of the "English Mining Company," reported in our columns of to-day, will, doubtless, be read with interest, not only by the absent shareholders, but by other adventurers, happily not included in the select few, who, whether directors, committee, or shareholders, have reflected so much discredit on themselves by the part they have taken, or the apathy they have evinced, with relation to the affairs of this company. We have directed our attention to the several "moves" which have taken place of late, but were not prepared for a result such as has been arrived at, after two years labours of a committee, and charges of mismanagement, if not dishonesty—for it is dishonest to misrepresent, by the payment of dividends out of capital—thus creating an artificial price of the shares, and a misplaced confidence in the value of the undertaking, the fact being concealed within the breasts of the directors. We will, however, proceed at once to the reports of the proceedings, and, having analysed them, we think all impartial persons will agree with us, that the course pursued by directors, committee, and shareholders, is highly disreputable and discreditable to them, individually and collectively.

At the meeting convened by the committee, the chairman stated that effectual redress *could* be obtained, but only through the Court of Chancery—that the subscriptions to aid the committee in adopting legal proceedings amounted only to 70*l.*, being upon one-eighth only of the shares into which the capital is divided—that the directors had agreed, if three-fourths of the call was paid up—viz., 6000*l.*—they would, although the mines were not "in fork," be ready on their part to "fork out" *One Thousand Pounds*—it being understood that there were to be "no questions asked," and that the committee should agree to leave to the directors the winding up of the affairs of the company. Such was the *sum* and substance of the report, and will it be believed, such was the course not only recommended by the committee, but adopted by the meeting? The chairman, in the course of the proceedings, stated distinctly that the affairs of the company had been most shamefully managed, while, at another period, he expressed his opinion, with reference to the "winding up," that "they could have no doubt whatever but that full justice would be done them by the directors," adding very significantly, as if to give force to his observation, that "had they been possessed of the knowledge at the commencement of the transaction which they had since acquired, a saving of full 10,000*l.* to 20,000*l.* might have been effected." What, we would ask, does this mean? Another member of the committee (Mr. Groom) charges the directors in plain set terms with "great neglect in fulfilling their duties, and further, with a great want of knowledge as to what those duties were." Here, then, is a charge of incapacity and negligence, and yet these are the parties to whom is confided the winding up of the affairs of the company.

It is further stated by Mr. Groom, that the two dividends that have been made had come out of the company's stock, and not out of profits—yet these are all honourable men. Proceed we now to the second meeting, distinguished *par excellence* as the directors' meeting, and here the cloven foot, the *modus operandi* is displayed—the directors who so liberally agreed to give 1000*l.* as "hush money" (we presume, under the able advice of Alderman Harmer, or some other gentleman of the legal profession), show their love of the coin by announcing that, subsequent to the meeting of the preceding day, it had been arranged—by whom does not so clearly appear—that they (the directors), in winding up the affairs of the company, should each receive one guinea for every attendance at a board—such being in direct opposition to the arrangement previously entered into—and which alteration having been objected to by a proprietor, the chairman very coolly told the meeting, that if they did not like it, or that they were to rake up old grievances, "he would take his leave of them *in toto*, and they might wind up their affairs as best they might." This "flash" determined the question—the enemy was subdued, and not another gun fired—they surrendered at discretion.

The chairman of the committee, in the course of the day, in recommending the shareholders to pay up their call of 2*l.* per share, consoled them by the calculation he had made, that they would receive a *dividend* of 1*l.* or 1*l.* 10s. a share "upon the breaking up of the concern." Really, we should not be surprised if shares were to rally in price, and go to a premium, a dividend of 50 or 75 per cent. is not at all times to be secured so easily; and how the committee should have arrived at the conclusion, that there had been mismanagement on the part of the directors, after so satisfactory an announcement, is to us incomprehensible. This, however, is not all, for Mr. Newsom adds, "and if they obtained the lease from the Duchy, which they had now in contemplation, they should no doubt be able to dispose of their property at a more advantageous rate." Admirable financier—indubitable calculator—prudential negotiator. Why, we are only surprised that this gentleman, who sees so far into futurity, should not have ventured to calculate on the Duchy giving the company a bonus to take the lease—this would add to the dividend. Let not, however, the shareholders calculate too much, or they will reckon without their host. The Duchy are not likely to place in the hands of the defunct company (for such it now virtually is) property for them to transfer to others. No, it is much more natural, that the Duchy should grant the setts to those who intend *bonâ fide* to work them, who understand their duties, and, understanding them, to perform them. We cannot afford further space to treat on the subject—there has been much mismanagement—there has been a sad want of energy on the part of the proprietors—and all has ended in a compromise. We have said enough of the "English Mining Company"—"peace to its manes."

The question of the monopoly of the sulphur trade was brought under the notice of the House of Commons on Wednesday, when Lord John Russell distinctly stated, that instructions had been given, which, it may be presumed, will have a salutary effect, and teach the Sicilian Government a useful lesson, as, in case of satisfaction not being afforded, the Admiral commanding in the Mediterranean was empowered to detain all vessels bearing the Neapolitan flag. An answer to a communication made to the Neapolitan Government had been received by the British Minister at the Court of Naples, but which was of an evasive and unsatisfactory character, and, hence, further instructions became necessary, and which might be expected to be promptly acted upon.

It further appeared from the statement made by Lord John Russell, that "a new treaty had been lately agreed to by the Neapolitan Government"—the terms of which, however, were not mentioned; but his Lordship added, "Her Majesty's Government held that the stipulations of a former treaty had not been complied with, and what they demanded was—that they should be observed."

We cannot, we must confess, understand the nature of this negotiation, or the necessity for a new treaty on the part of the British Government, without it is to afford to this nation advantages beyond those contemplated in the commercial treaty of 1816—more than which, we believe, have never been required on the part of those whose interests are so much affected by the monopoly complained of. All that has been asked of Government has been the carrying out of the provisions and stipulations of the treaty of 1816; and these should be enforced, and reparation should be demanded for the past. This, however, is not all the British Government should now be satisfied with—it is not merely insisting upon the Sicilian Government complying with the strict letter of the bond, but they should impose a duty on sulphur hereafter imported into this country, which would have a direct tendency to encourage our mines at home—giving employment to an industrious population, and tending much to enhance the value of mineral property, from the discoveries to which the working of the sulphur ores of this country may lead. It would only be an act of justice to the mining interest, and place sulphur ores on a par with other mineral produce. Copper, tin, and lead, each have a protecting duty, and when it is known that the sulphur ores may be rendered available, and that they are at this moment much in demand, we cannot anticipate any reasonable objection being raised to the course we recommend. Should, however, this proposed "new treaty" not stipulate for the protection of the British miner, by fixing an import duty, the demand for sulphur ores may become very limited, and the importations from Sicily may seriously affect prices, and thus render it impracticable to work those lodes to which we have directed attention; while an act of injustice will be done to those who may have embarked their capital in the erection of machinery, &c., with the view of working mines for sulphur ores. We know of several mines in the county of Cornwall, and also in Ireland, which, at shallow depths, will yield from two to six tons a fathom, and which may be worked to a profit even at present prices obtained—say from 20s. to 30s. per ton, put on board. The importance, however, which we attach to this ore, commonly known as "mundic," is not the advantage to be derived from any profit which may accrue from the sale of its produce, but the encouragement it affords to the working of mines.

We will suppose a case, for instance, of a mine being worked to the depth of ten or fifteen fathoms, with the backs worked away near to surface, to an extent of 150 to 200 fathoms on the lode—here we should have 1500 fathoms of ground opened, which, if yielding on an average two tons of mundic or sulphur ores per fathom, would give 3000 tons, or a value of 2500*l.*, after deducting the cost of carriage, and other extraneous charges. We will, further, assume that no profit is realised on the ore so extracted and sold, but that it merely pays cost; thus, then, we have a sum of 2500*l.* outlaid in proving a mine at shallow levels, which may lead to discoveries of copper, tin, or other metallic products—it being well known that the copper lodes of Cornwall, and other localities, generally carry mundic in the backs—the saying, that "mundic rides a good horse," being proverbial throughout the county. If, on the contrary, no market can be found for the sulphur ores, it is manifest that one of two results would attend the case we have cited, viz., that the mine would remain unworked, or that the 2500*l.* expended would be an outlay on the mine without any returns—the sulphur ores, or mundic, being thrown away as attle or refuse. We have already said sufficient to show the importance of this question to our mining interests.

LATEST INTELLIGENCE.

Sale of Copper Ores in Cornwall.—No sale took place on Thursday last, the 16th inst. Average standard of sale on the 9th inst., 110*l.* 6s.; Produce, 7¼; Price, 5*l.* 10s. 6d.

Prices of Shares in Liverpool.—Great Western Railway, new shares, 34*l.* 5s.; Liverpool and Manchester, half-shares, 85*l.*; London and Birmingham, 161*l.* 15s.; ditto, new shares, 45*l.* 12s. 6d.; Midland Counties, 87*l.* 10s.; North Midland, 97*l.*; new shares, 18*l.* 15s.—*Gore's Liverpool Advertiser.*

Prices of Shares in Birmingham.—London and Birmingham Railway, 163*l.*; ditto, quarter shares, 25*l.* 15s.; ditto, 32*l.* shares, 45*l.* 15s.; Great Western, 76*l.*; ditto, half-shares, 33*l.* 10s.; Birmingham and Derby, 65*l.*; Manchester and Leeds, 80*l.*; London and South-Western, 44*l.*; London and Croydon, 9*l.* 10s.—*Midland Counties Herald.*

Exportation of the Precious Metals.—The exportation of the precious metals from the port of London to foreign ports for the week ending the 9th inst., was as follows:—Silver coin to Rotterdam, 8000 oz.; Hamburgh, 10,000 oz.; Ceylon, 800 oz.; British West Indies, 15,000 oz.; Gibraltar, 40,000 oz.—Gold coin to Ceylon, 335 oz.—Gold bars to Rotterdam, 330 oz.

ORIGINAL CORRESPONDENCE.

TABLE FOR FACILITATING AND SIMPLIFYING THE CALCULATION OF COPPER ORE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I have computed the following table for the purpose of facilitating and simplifying the calculation of the value of copper ore, after the quantity and price per ton has been ascertained, and I think it will meet with general acceptance among persons in that department of mining on whom the duty of performing this important work devolves.

I am well aware that Provis's and other ready-reckoning tables are generally used for this purpose, but I believe the result is always *proved* at the mines, by computing the value of every parcel at length. Unquestionably such ought to be the invariable practice, for howsoever correct these tables may be, it is very possible for serious errors to ensue in taking out the different parts of the weight of the parcel, or the amount standing against it, preparatory to adding them together. All practical men know this well.

The usual method of making this computation is by multiplying the price by the number of tons contained in the parcel, and taking parts for the fraction of cwts., qrs., &c.; but, as the ton of copper ore is 21 cwt., the aliquot parts are limited, and the necessary divisions and subdivisions are often tedious and complicated, even in the hands of expert calculators, and when there are (happily) a great many parcels to make up it becomes a laborious job. The following example will elucidate the matter.

Required the value of 17 tons 13 cwt. 1 qr. 14 lbs. of copper ore, at 5*l.* 7*s.* 6d. per ton.

CUSTOMARY OPERATION.

Cwt.		
7 .. ½	£5 7 6	
3 .. ¼		4
3 .. ¼		
	21 10 0	
		4
	86 0 0	
	5 7 6	
	1 15 10	
	0 15 4½	
1 *qr.* .. 1/7	0 15 4½	
14 *cwt.* .. ½	0 1 3½	
	0 0 7½	
Amount	£94 15 11½	

OPERATION BY THIS TABLE.

The decimal standing opposite 13 cwt. 1 qr. 14 lbs. (as the representative of that weight), is ,6368.

	Tons.		
Hence,	17,6368 × £5	7	6
Then, 5s. is ½)	17,6368		
		5	7	6
	88,1840		
2s. 6d. is ¼)	4,4092		
	2,2046		
Sum	94,7978		
	20		
	15,9560		
	12		
	11,4720		
	4		
	1,8880		

[*Answer*—£94 15s. 11½d., as annexed.

The advantages and simplicity of the operation, by the help of the table, are too manifest to require comment. It will be observed that the rule is a compound of Decimals and Practice, and can only be objected to by persons who are totally unacquainted with decimated arithmetic—and even those, if they will cast away prejudice, may possibly qualify themselves to compute by this very easy and superior method in a few minutes.

And now, Mr. Editor, I venture confidently to bespeak your patronage, knowing you to be a competent judge, and keen practitioner, in all matters of this kind, and am persuaded that you will see the propriety of having such peculiar attention paid to the printing department, that no typographical error shall by any means take place; and if you think I have omitted any necessary remark in the definition, I beg you to supply the deficiency with a few strokes of your masterly pen. Moreover, if you take the same view of this subject as I do, you will suffer it to appear in two or three successive Journals.

In conclusion, it will be seen that the table exhibits the decimal of all the fractional parts of a ton of 21 cwt. on a succession of 7 lbs., consequently the decimal appears (standing to the right-hand of its natural number) from 7 lbs. to 20 cwt. 3 qr. 21 lbs.; and, although it is not customary in Cornwall to notice any weight of copper ore below ¼ cwt., I believe such is not the case with foreign rich ores, nor can I see the reasonableness of the practice being continued with us, which I have no doubt was suffered to creep in to avoid the tediousness of calculation. It is generally allowed that smelters have profit enough, without "taking this toll," which, though but a little thing, at a superficial glance, would raise a formidable pile in every one of our large productive mines in the course of a year.

I remain, Sir, your very obedient servant,

Callington. JOHN BUDGE.

A TABLE,

SHOWING THE DECIMAL REPRESENTING THE FRACTIONAL PART OF A TON OF COPPER ORE, CONTAINING 21 CWT., BY A SERIES OF SEVEN POUNDS.

COMPUTED BY JOHN BUDGE, OF CALLINGTON.

cwt.	q.	lb.	Dec.	cwt.	q.	lb.	Dec.	cwt.	q.	lb.	Dec.
0	0	7	,0030	3	1	21	,1636	6	3	7	,3244
0	0	14	,0060	3	2	0	,1666	6	3	14	,3274
0	0	21	,0089	3	2	7	,1696	6	3	21	,3304
0	1	0	,0119	3	2	14	,1726	7	0	0	,3333
0	1	7	,0149	3	2	21	,1756	7	0	7	,3363
0	1	14	,0178	3	3	0	,1785	7	0	14	,3393
0	1	21	,0208	3	3	7	,1815	7	0	21	,3423
0	2	0	,0238	3	3	14	,1845	7	1	0	,3452
0	2	7	,0268	3	3	21	,1875	7	1	7	,3482
0	2	14	,0298	4	0	0	,1905	7	1	14	,3512
0	2	21	,0327	4	0	7	,1934	7	1	21	,3542
0	3	0	,0357	4	0	14	,1963	7	2	0	,3571
0	3	7	,0387	4	0	21	,1994	7	2	7	,3601
0	3	14	,0417	4	1	0	,2024	7	2	14	,3631
0	3	21	,0446	4	1	7	,2053	7	2	21	,3661
1	0	0	,0476	4	1	14	,2082	7	3	0	,3690
1	0	7	,0500	4	1	21	,2113	7	3	7	,3720
1	0	14	,0535	4	2	0	,2143	7	3	14	,3750
1	0	21	,0565	4	2	7	,2173	7	3	21	,3780
1	1	0	,0595	4	2	14	,2203	8	0	0	,3810
1	1	7	,0625	4	2	21	,2232	8	0	7	,3839
1	1	14	,0654	4	3	0	,2262	8	0	14	,3869
1	1	21	,0684	4	3	7	,2292	8	0	21	,3899
1	2	0	,0714	4	3	14	,2322	8	1	0	,3929
1	2	7	,0744	4	3	21	,2351	8	1	7	,3958
1	2	14	,0774	5	0	0	,2381	8	1	14	,3988
1	2	21	,0803	5	0	7	,2411	8	1	21	,4018
1	3	0	,0833	5	0	14	,2440	8	2	0	,4048
1	3	7	,0863	5	0	21	,2470	8	2	7	,4077
1	3	14	,0893	5	1	0	,2500	8	2	14	,4107
1	3	21	,0922	5	1	7	,2530	8	2	21	,4137
2	0	0	,0952	5	1	14	,2560	8	3	0	,4167
2	0	7	,0982	5	1	21	,2590	8	3	7	,4196
2	0	14	,1011	5	2	0	,2619	8	3	14	,4226
2	0	21	,1041	5	2	7	,2649	8	3	21	,4256
2	1	0	,1071	5	2	14	,2679	9	0	0	,4286
2	1	7	,1101	5	2	21	,2709	9	0	7	,4315
2	1	14	,1130	5	3	0	,2738	9	0	14	,4345
2	1	21	,1160	5	3	7	,2768	9	0	21	,4375
2	2	0	,1190	5	3	14	,2798	9	1	0	,4405
2	2	7	,1220	5	3	21	,2828	9	1	7	,4435
2	2	14	,1250	6	0	0	,2857	9	1	14	,4464
2	2	21	,1279	6	0	7	,2887	9	1	21	,4494
2	3	0	,1309	6	0	14	,2917	9	2	0	,4524
2	3	7	,1339	6	0	21	,2947	9	2	7	,4553
2	3	14	,1369	6	1	0	,2976	9	2	14	,4583
2	3	21	,1399	6	1	7	,3006	9	2	21	,4613
3	0	0	,1429	6	1	14	,3036	9	3	0	,4643
3	0	7	,1458	6	1	21	,3066	9	3	7	,4673
3	0	14	,1487	6	2	0	,3095	9	3	14	,4702
3	0	21	,1517	6	2	7	,3125	9	3	21	,4732
3	1	0	,1547	6	2	14	,3155	10	0	0	,4762
3	1	7	,1577	6	2	21	,3185	10	0	7	,4792
3	1	14	,1606	6	3	0	,3214	10	0	14	,4821
10	0	21	,4851	13	3	7	,6577	17	1	21	,8303
10	1	0	,4881	13	3	14	,6607	17	2	0	,8333
10	1	7	,4911	13	3	21	,6637	17	2	7	,8363
10	1	14	,4940	14	0	0	,6667	17	2	14	,8392
10	1	21	,4970	14	0	7	,6696	17	2	21	,8422
10	2	0	,5000	14	0	14	,6726	17	3	0	,8452
10	2	7	,5030	14	0	21	,6756	17	3	7	,8482
10	2	14	,5059	14	1	0	,6786	17	3	14	,8511
10	2	21	,5089	14	1	7	,6815	17	3	21	,8541
10	3	0	,5119	14	1	14	,6845	18	0	0	,8571
10	3	7	,5149	14	1	21	,6875	18	0	7	,8601
10	3	14	,5178	14	2	0	,6905	18	0	14	,8630
10	3	21	,5208	14	2	7	,6934	18	0	21	,8660
11	0	0	,5238	14	2	14	,6964	18	1	0	,8690
11	0	7	,5268	14	2	21	,6994	18	1	7	,8720
11	0	14	,5297	14	3	0	,7024	18	1	14	,8749
11	0	21	,5327	14	3	7	,7053	18	1	21	,8779
11	1	0	,5357	14	3	14	,7083	18	2	0	,8810
11	1	7	,5387	14	3	21	,7113	18	2	7	,8839
11	1	14	,5416	15	0	0	,7143	18	2	14	,8869
11	1	21	,5446	15	0	7	,7172	18	2	21	,8899
11	2	0	,5476	15	0	14	,7202	18	3	0	,8925
11	2	7	,5506	15	0	21	,7232	18	3	7	,8958
11	2	14	,5535	15	1	0	,7262	18	3	14	,8988
11	2	21	,5565	15	1	7	,7291	18	3	21	,9018
11	3	0	,5595	15	1	14	,7321	19	0	0	,9048
11	3	7	,5625	15	1	21	,7351	19	0	7	,9077
11	3	14	,5654	15	2	0	,7381	19	0	14	,9107
11	3	21	,5684	15	2	7	,7411	19	0	21	,9137
12	0	0	,5714	15	2	14	,7440	19	1	0	,9167
12	0	7	,5744	15	2	21	,7470	19	1	7	,9196
12	0	14	,5773	15	3	0	,7500	19	1	14	,9226
12	0	21	,5803	15	3	7	,7530	19	1	21	,9256
12	1	0	,5833	15	3	14	,7559	19	2	0	,9286
12	1	7	,5863	15	3	21	,7589	19	2	7	,9315
12	1	14	,5892	16	0	0	,7619	19	2	14	,9345
12	1	21	,5922	16	0	7	,7649	19	2	21	,9375
12	2	0	,5952	16	0	14	,7678	19	3	0	,9405
12	2	7	,5982	16	0	21	,7708	19	3	7	,9434
12	2	14	,6011	16	1	0	,7738	19	3	14	,9464
12	2	21	,6041	16	1	7	,7768	19	3	21	,9494
12	3	0	,6071	16	1	14	,7797	20	0	0	,9524
12	3	7	,6101	16	1	21	,7827	20	0	7	,9553
12	3	14	,6130	16	2	0	,7857	20	0	14	,9583
12	3	21	,6160	16	2	7	,7887	20	0	21	,9613
13	0	0	,6190	16	2	14	,7916	20	1	0	,9643
13	0	7	,6220	16	2	21	,7946	20	1	7	,9672
13	0	14	,6249	16	3	0	,7976	20	1	14	,9702
13	0	21	,6279	16	3	7	,8006	20	1	21	,9732
13	1	0	,6309	16	3	14	,8035	20	2	0	,9762
13	1	7	,6339	16	3	21	,8065	20	2	7	,9791
13	1	14	,6368	17	0	0	,8095	20	2	14	,9821
13	1	21	,6398	17	0	7	,8125	20	2	21	,9851
13	2	0	,6429	17	0	14	,8154	20	3	0	,9881
13	2	7	,6458	17	0	21	,8184	20	3	7	,9910
13	2	14	,6488	17	1	0	,8214	20	3	14	,9940
13	2	21	,6518	17	1	7	,8244	20	3	21	,9970
13	3	0	,6548	17	1	14	,8273				

[Some remarks on the plan proposed by our correspondent, and adopted by him in the table of calculations, which have been carefully compared with the manuscript, will be found in another place. We cannot but recommend them to those interested, and, as we announced in a former Number, they will be printed in a separate form, which may be had, on application, at the office, or will be transmitted by post or otherwise.]

TIN MINERS' SMELTING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The great length to which your various correspondents have extended the discussion on the copper smelting business, will, I hope, in the review which you purpose giving on the tin trade, remind those who may be disposed to enter into the arena of discussion, that "brevity is the soul of wit." I did, in a former letter, remark pretty freely on a letter in your columns, very adverse to the tin smelting interest, and then requested that, in order to make the matter easily to be understood, the statistics of the trade should be given, *i. e.*, the produce of the black tin—the proportion of metal or money reserved as smelting or returning charges—and the expenses which the smelter actually incurs in bringing the metal to market. I would respectfully submit to your St. Just correspondent, that, before he proposes a "Tin Miners' Smelting Company," all these particulars should be properly and correctly ascertained, or there may be found some such sturdy champions as "R. W.," "A Miner," and the others who have wasted so many words on the copper smelting question, without obtaining any practical result, so far as the real erection of works is confirmed. I do not, for my own part, believe that the smelters are getting more than a fair remunerative profit on the smelting of black tin, but that any depression of price below what the relative demand and supply would fairly warrant, is attributable, not to the practices of the smelters at the ticketings, or an undue rate of returning charges, but to the keen competition of the smelters in their capacity as merchants—to undersell one another. One thing is very clear, that, whilst our home consumption has increased very rapidly, the protecting duty of 15 per cent. has been sufficient to prevent the Banca tin from entering into competition in the British market. It may, however, be fairly questioned, whether a rise in price, not very excessive, may lead to the importation of foreign tin, which, being of a superior quality, would prove an ungainly opponent, even at a price above what Cornish tin could be procured for.

I fear I shall partake of the same condemnation as your correspondents on the copper trade, if I extend my remarks, and will content myself at present only by observing, that when the tinner did take his tin to the smelter to be smelted by contract (one in twenty being reserved for returning charges), he (the tinner) did not then benefit so much as from the more modern method of sales by ticket; the competition being, in the former case, amongst a number of needy miners, who were compelled to sell, on whatever terms they could obtain, instead of the greater certainty now derivable from smelting operations by the capitalist.

I am, Sir, your obedient servant,

London, April 16. ADVENTURER.

[We are obliged to our correspondent for "practising as he preaches." His remarks will, doubtless, elicit a reply from some correspondent interested in, or conversant with, the subject. We hope the discussion, if carried on, will be taken up by practical men, who understand the question they write upon, and who do not mistake long paragraphs for short arguments.]

TRELEIGH MINING COMPANY—QUESTION OF DEFALCATION.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—A question having been asked at the general meeting of the Treleigh shareholders, held on the 1st inst., and reported in your Journal of the 4th—"Whether the late purser of the mine had not overdrawn the account at the Truro Bank, to a considerable extent, without the knowledge of the directors?" and, although it appears, from the reply of the chairman, that such was the fact, but that the amount had subsequently been repaid, and, consequently, no loss had been sustained by the company, still I am at a loss to imagine how the meeting could have been allowed to separate without passing a vote of censure upon the individual in question for so flagrant a breach of trust. Pray, Mr. Editor, can you inform me if he is the same person who fills a similar situation in the West Wheal Jewel Mine? I am, Sir, your's, &c.,

Moorgate-street, April 16. A CONSTANT READER.

[We agree with our correspondent, it was only natural to expect that a vote of censure would have been passed. We do not, however, agree with him as to its being confined to the purser. We would ask, were not the directors or auditors equally censurable? We understand Mr. Johnson, of the Tretoll Company, is an auditor here—in such case, as he is a man of figures, why was not this observed by him? and why not prevented by the directors? Whether the party is connected with the West Wheal Jewel or otherwise we know not. We can only say, if the assertion be matter of fact—he ought not to be.

MINERS' SMELTING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Twenty lines are rather hard lines against 310, including blank verse, but one in six may not be deemed overrating the additional favours from "R. W." He is quite welcome to all the benefit he can derive from his own errors or mine, so long as he does not drive the "lode" out of its natural position by a "cross-course," or keep too much of the produce in the back ground. Had he turned to your Journal of the 21st ult. he need not have asked my authority for 93*l.* 17*s.*, the price of copper, at an average standard of 109*l.*, having then and there fully defined it—if wrong, others, and not myself, are to blame. As regards capitals—150,000*l.* and 100,000*l.*—Mr. Grenfell is my authority for the former, and the voluntary contribution principle justifies the latter. "R. W." denies the sufficiency of 150,000*l.*, as the necessity for six months' credit prevents its return twice within twelve months. Mr. Grenfell, it may be presumed, is quite as good a judge of this as "R. W.," who never was in his life a smelter; but, were it otherwise, the necessity for such a capital does not apply to a "Free Miners' Smelting Establishment." To prove also that my opponent has a little of the chameleon in him, how stands his own diary in the single item of surplus copper? calculated on the scale of 40,000 tons of ore, the variations, sanctioned by his own signature in your Journal, are nearly as under:—

	Tons.	Rate per ton.	Rate per cent.	Amount.
February 15	40,000	12*s.* 8*d.*	7½	£24,333
March 14	30,000	11 1	7¼	23,333
April 11	40,000	14 5½	9	25,916
Same day	40,000	11 2½	7	22,416

with the admission, that the lowest of these rates, 7 per cent., is nearer the mark, so that in three out of four statements, we have "R. W.'s" own generous confession, that he is occasionally not more correct than his neighbours. Here ends "R. W." I am, your's, &c.,

London April 16. A MINER.

P.S.—"R. W." will, doubtless, pardon once more my "stupid obstinacy," but when he tells us that he does not know whether 11*s.* 11*d.* per ton of ore, on 40,000 tons, or 23,833*l.*, be "too little or too much" to pay 21,483*l.* for freight of copper, insurance expenses, commission, and interest—leaving only 2350*l.*, or 1½ per cent. on 150,000*l.*, to cover losses of every description, risk and profit, it must excite some astonishment that he should know so much about all the elements, and so little how to determine whether such returns are sufficient, or more than enough, for capitalists to carry on the trade, who so well know the value of money, and how to make the best use of it. Nay, more, it must strike every one as equally marvellous, that "R. W." should trouble himself to write more than 2000 lines—invoke the muses to his aid—and direct three-fourths of his whole artillery against my errors—yet, after all, adopt, without a single exception, the whole of the smelting expenses in my account; nor is it less strange that he should turn round and blame me for overrating the smelting profit, because I borrowed a large slice of his own surplus to make up the deficiency from underrating; and further, with all his love of honesty, how odd it is, that he should suffer me to be the first to exhibit a true balance-sheet with both sides complete, showing the smelting and manufacturing profit separately and conjunctively, together with the fact, that but for my "stupid obstinacy," his own disclosures might never have seen daylight.

With facts like these, who would most admire,
"A brain inert, or a brain on fire?" A MINER.

[The above letter was enclosed in one of an "introductory" character, from our correspondent, "A Miner," in bringing his correspondence to a "close." We have given it a careful perusal, but its contents do not warrant us in deviating from the line we laid down—that of confining the reply to a limited space. It would be futile to enter into the controversy, now, happily, brought to a close, more especially as we purpose reviewing the arguments, facts, and figures, of our several correspondents, on a future, if not an early occasion. We did once summon up our "courage to the sticking point," and would e'en have commenced our labours, but the mass of printed columns which presented themselves to our notice fairly beat us, and the question having been put from the (Editorial) chair, the subject was adjourned *sine die*. We think our correspondents ought to furnish us with a "summing up," and we would then give our "verdict." At present we can only say *scribimus indocti doctique*.]

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In my letter of the 17th ult., I established, upon the data then furnished by "R. W.," that the allowance made to copper smelters, was on poor ores only 5*s.* 9d. per ton, while on the rich foreign ores it was no less than 3*l.* 7*s.* 6d. per ton. "R. W.," in his letter, dated the 25th March, inserted in your last Number, states the profit on the production of one ton of cake copper, from poor ores, to be 6*l.* 2*s.* 3d. (or about 4*s.* 11d. per ton of ore), and from rich ores 9*l.* 3*s.* 9d. per ton of cake, or 2*l.* 5*s.* 11d. per ton of ore. I do not wish to comment upon the circumstance, that "R. W." now allows the surplus copper to be 7 or 9 per cent., instead of 4 per cent., as previously maintained, but I beg the particular attention of your readers to the fact, that, in order to reduce the apparent profits of the smelter, "R. W." has actually omitted from his calculation the allowance of 5 per cent. made in the weight, by delivering 21 cwts. for every ton of ore purchased; if you add the value of this ore to the profits, as now stated by "R. W.," the charge for smelting one ton of poor ore will be 7*s.* 9d. per ton, and for one ton of rich ore 3*l.* 8*s.* 4d.—the latter differing very slightly from my previous estimate. I am, Sir, your obedient servant,

Camberwell, April 13. G. G.

[We cannot refuse insertion to the letter of "G. G.;" and that the length of our note may not aggravate the offence, after our notice of last week, we will only say, we shall compare figures and report thereon.]

[ADVERTISEMENT.]

MOUNT'S BAY MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Having observed in your Journal of the 11th inst., an advertisement purporting to be the resolutions of a meeting of this company, held at the Star Hotel, Manchester, on the 28th ult., in which charges of a serious nature are brought against me in my professional character, allow me to request you will insert in your next Number my most positive denial of the truth of the imputation conveyed by the resolutions in question. With regard to the accounts rendered by me, and which were made out by an accountant, by the direction of a meeting of the company, I court the strictest investigation, and shall be ready to hand over any books, documents, or papers in my possession, relating to the company, on being paid my demand. I have also to request you will favour me with the name and address of the author of the advertisement in question, that I may adopt such proceedings as I may be advised with regard to the scandalous charges brought against me.

I am, Sir, your very obedient servant,

35, *Seething-lane, April* 16 —— THOMAS R. ROBERTS.

SAFETY LAMPS—CAUSE OF EXPLOSIONS.

TO THE EDITOR OF THE MECHANICS' MAGAZINE.

SIR,—Within these last six months, two safety lamps—that of Sir Humphry Davy, and that of Messrs. Upton and Roberts, both of which had exploded in their respective coal receiver's hands—have been submitted to me; the former in Derbyshire, and the latter in Staffordshire. These lamps had exploded from the same cause, and I hope I do the miner a service in explaining the reason of the accident, and pointing out the means for preventing a recurrence of the danger.

The wire gauze at the bottom, where it should be in perfect contact with the ring or rim which screws into the air cistern, is often torn and displaced by the acts of screwing and unscrewing the wire gauze cylinder. The flame from within issues through these rents and loopholes, and explodes the ambient atmosphere. From thence, in Upton and Roberts's valuable invention, it ascends between the exterior surface of the wire gauze and the envelope of glass. This defect in both these lamps is so easily remedied by a ring and rivets, that it is only necessary to advert to the means. In one of my experiments with a Davy, it exploded from this cause, but it was rendered secure by applying a little glazier's putty to the junction above the ring.

March 29. I remain, your humble servant, J. MURRAY.

[This is useful information to the miner, and, we hope, will be attended to. In another column will be found a brief notice of the late Mr. Roberts, to whom is due the merit of the improvement in the construction of the Davy lamp, referred to by Mr. Murray in his letter.]

MINING CORRESPONDENCE.

ENGLISH MINES.

HOLMBUSH MINING COMPANY.

April 15.—In the 100 fathom level, west of the engine-shaft, the lode is more favourable, being now about twenty inches wide, and worth 12*l.* per fathom for copper ore. In the rise at back of this level the lode has not yet been taken down. In the eighty fathom level west the lode still continues a rich course of ore, being from twenty inches to two feet wide, and worth four tons, or about 32*l.* per fathom. In the winze, sinking below this level, the lode has greatly improved, being at present fifteen inches wide, and worth about two and a half tons, or 20*l.* per fathom. In the eighty fathom level, driving east of Snell's winze, no lode has been taken down. In the stopes in back of this level the lode is about eighteen inches wide, and worth from 25*l.* to 30*l.* per fathom. In the seventy fathom level west the lode has just been discovered west of the cross-course, which is about eight inches wide, of mundic and spar, with stopes of copper ore. The stopes in the back of this level are still very good, lode two feet wide, and worth about five tons, or 40*l.* per fathom. In the sixty-two fathom level west the lode is small and unproductive. In this level, east of the engine shaft, the lode is still large and kindly, but yielding little ore. The stopes in the back of this level are still very productive, lode two and a half feet wide, and worth about 70*l.* per fathom. The tribute pitches are still looking well; we expect to sample our next parcel of copper ore about the 23d instant, which is calculated to weigh about 200 tons of good quality ore. F. PHILLIPS.

[The last sale made (amounting to upwards of 1500*l.*) fully maintained the character of the ore from this mine, giving a produce of 9¼, and bringing nearly 8*l.* per ton. We regret to find, on inquiry, that the sump is not being sunk, and, indeed, the very idea of putting the miner below the 100 fathom level seems abandoned. This is much to be regretted, for, however rich the upper levels may be, yet there must be an end to them—the day will come, when they are worked out, and then to expect that the adventurers will turn their attention to sinking to a lower level would be futile. On the last occasion, we believe, it took six months to sink six fathoms, and then the men hardly earned wages, although 80*l.* or more per fathom was paid. We are glad to find, however, that other works are going on with the view of working the mine on a more economical and extended scale, by putting down an engine-shaft 150 fathoms west of the present engine—the shaft is now down eighteen fathoms. The engine to be put up is 38-inch cylinder, the ground said to be easy. We believe it is intended to take the lode at a considerable depth, and should the ground continue easy, it may be the intention to carry it down instead of the present engine shaft, which, having intersected the lode at a shallow level, the cross-cuts necessary to drive are of increased extent every ten fathoms sinking.]

UNITED HILLS MINING COMPANY.

April 14.—In the adit level east the lode is large and poor. In the adit level west we are not satisfied with the appearance of the lode in this end—as such we intend driving north. In the ten fathom level, the lode in this rise is similar to the bottom of the winze sinking from the adit level east. In the eastern end of the thirty-six fathom level the lode is two feet wide, with a small branch of good ore on the north part of it. In the western end the lode is three feet wide—eighteen inches ore of a good quality. The lode in the eastern end of the forty fathom level is without alteration. West of James' the lode is four feet wide, with ore throughout; the stopes in the back of this level continue good for ore. In Webber's winze, below this level, the lode is five feet wide, good ore. The lode in Nettle's winze is four feet wide—two feet good ore. The lode in Diagonal-shaft is five feet wide, improved in ore. In the fifty fathom level no alteration.

[This report calls for no remark, as being alone descriptive of the nature of the lode at the several levels.]

TRETOIL MINING COMPANY.

April 13.—In breaking down the lode in the adit end east, as referred to in my last, shows an improvement which augurs very favourably for our eastern ground; the lode is about twelve inches big, yielding very good work—black and yellow ore, in easy ground. The lode in the thirty east is improved; it is about twelve inches wide, producing tolerable good work. All other parts of the mine are just the same in appearance as last reported.

J. BRAY.

[The reports from this mine maintain a favourable character. We may observe, that Capt. Jennings, in his report, hardly did the agents fair justice, as we find, on inquiry, that the very works he *recommends* were actually in progress; the mine we understand to be worked in a fair miner-like manner.]

CORNUBIAN MINE.

Chiverton, April 11.—The fifty fathom level driving west, on Chiverton lode, is about twenty inches wide, yielding a little lead. You are aware of the suspension of the other levels; the appearance of these levels are much the same as when I reported last week. We have now dressed twenty one tons, and undressed nineteen tons—total, forty tons. J. WEBB.

[We find the quantity raised the past week has again fallen off, being only eight tons.]

REDMOOR CONSOLIDATED MINING COMPANY.

[Neither personal applications, written communications, nor complimentary notices in our columns, appear likely to melt down the obduracy of Mr. Stainsby, of whom, as we said, we felt, judging from the past, that something better was to be expected. Yet, after all, we may be mistaken, and it may be, and we hope, for Mr. Stainsby's consistency, that the directors are in fault, while, most certainly, as far as the reports go, we are "at fault." The monosyllable, "No!" was the response to the usual weekly inquiry, "Whether there were any reports?"—said, we are given to understand, in a bland tone of voice. Having, therefore, nothing to report on the operations that are going on, we will say a word or two on what are not going on. First, the south mine is in *statu quo*—the workings having been abandoned here without any probability of their being resumed with any prospects of success. We have heard it rumoured that a proposition had been submitted, with the view of erecting an engine for this part of the sett; and also expectations from a shallow adit south, have been talked of, although, we believe, no ore of any importance was discovered until the thirty fathom level. Our impression is, from the information acquired in the last week, on a visit made to the neighbourhood of the mine, that neither the one nor the other are likely to take place. With reference to the north part of the sett, into which the Holmbush lodes run, these lodes are represented as being "too good" for the Redmoor directors, and, hence, they remain untouched. We remember, many months ago, hearing of a boundary shaft purposed to be sunk, at the joint expense of the Holmbush and Redmoor Companies. Why this has not been done, we cannot say—and is difficult to account for. One thing is quite certain, which is, that if the mine was "knocked" to-morrow, and a new set of adventurers came in, their first attention would, undoubtedly, be directed to the north ground. Already have the levels in Holmbush, we believe, been driven, west from the engine-shaft 170 fathoms towards Redmoor; and, at this moment, a shaft is going down, 150 fathoms west from the engine-shaft, on the Holmbush sett, to take the lode at a considerable depth; and an additional steam-engine (38-inch cylinder) is in course of erection. With work of this nature going on at the adjoining mine, it is hard to say why the lodes, which are equally likely to be productive in the Redmoor sett as in that of Holmbush, should altogether be neglected. We have many times walked over the ground, and we hesitate not to express our opinion, in which we feel assured we should be borne out by all practical men who do not row *(sic)* in the Redmoor boat, that this part of the sett is well worthy a separate capital and the application of steam-power. We think we ought to be paid for our reports.]

FOLBREEN MINING COMPANY.

[No report of what is doing, we can, therefore, only say what is *not*. At Wheal Harriett, nothing is being done, although, we believe, Captain Rowe has a high opinion of this part of the sett; the lode, which contains copper and tin, running into the Wheal Kitty sett. We hardly like to charge our memory, but, if we are not mistaken, the reports made on the eastern part of the sett, some three or four years back, by Captain Rowe, were of a very satisfactory nature, and hence we are at a loss to guess why it should be neglected. Do the directors know what property they possess? We recommend them a perusal of the reports made in former times—the mines and their prospects have not changed, however the opinions of the directors may have done. We have reason to believe that Captain Rowe holds this portion of the sett in as high estimation at the present time as when first reported on by him. More next week.]

TINCROFT MINING COMPANY.

[The Ticketing Papers are the best reports of this concern we can offer to the shareholders. The directors can give no better; the Ticketing Paper and the monthly cost-sheet are important documents, and should always be referred to.]

TAMAR SILVER-LEAD MINING COMPANY.

ST. HILARY MINING COMPANY.

PERRAN CONSOLIDATED MINING COMPANY.

WEST WHEAL JEWEL MINING ASSOCIATION.

TRELEIGH CONSOLS MINING COMPANY.

[No reports furnished from these mines.]

TRESAVEAN MINE.—A dividend of 40*l.* was declared on the shares in this mine on Tuesday week—amounting to 3840*l.*—being the profit for the months of January and February.

BUDGE'S TABLES.

We have carefully examined the tables of our correspondent, and gone through some calculations by both methods, with the object of testing the opinion we had formed relative to the facility afforded by the use of decimated arithmetic, and are perfectly satisfied that its adoption would ensure both a saving of time and additional accuracy in any calculations to which it may be applied. For use amongst the miners of Cornwall, the tables may be reduced three-fourths, the practical parts of the ¼ cwt. not being allowed for by the purchaser. The decimals for all the quarters of a hundred weight being extracted and suspended in the count-house, will afford a "ready reckoner" of the simplest kind, and prove an efficient check to the valuable tables of Provis, and thus would the benefit of calculation by two different methods be secured.

As the use of decimals may, by-and-bye, and is, in fact, becoming daily better understood amongst the class to whom these tables will be more particularly valuable, it occurs to us that the "compound of decimals and practice" may be dispensed with, and by reducing also into decimal parts the odd shillings and pence (the latter never being less than 6d.), the operation may be further simplified. We offer this suggestion to the notice of our correspondent, and cordially recommend a trial of his tables. The calculations are equally applicable to lead as to copper ores.

JOHN ROBERTS—INVENTOR OF THE "MINER'S HOOD."

We extract from the *Whitehaven Herald* of Saturday last, the following notice of the invention of the fire-escape, or miner's hood, by Mr. John Roberts, whose death, we regret to notice, took place lately at Bilston, Staffordshire. Mr. Roberts, in conjunction with Mr. Upton, is also well known as the author of certain alterations in the arrangements of Sir H. Davy's safety lamp, on which subject the *Mining Journal*, some time since, was made the medium of some interesting communications:—

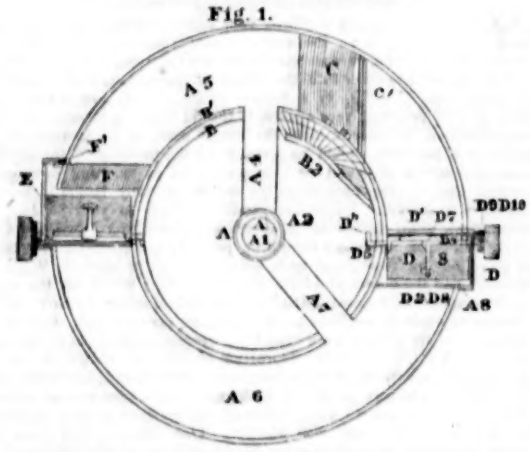
"About twenty years ago, when Roberts invented his admirable safety-hood, he was a common miner in the Whitehaven collieries, and inhabited one of those small cottages adjoining the gates of the glass-house yard—Gins. His first experiment was made in a building in the yard, the floor of which was covered with a quantity of straw, thickly strewn with sulphur. The straw was set on fire, and when the atmosphere of the room was so oppressive as to drive the bystanders from the door-way, Roberts, equipped in his hood, entered, and the door being closed, remained upwards of twenty minutes without inconvenience in a place where no living creature could have existed one fourth of the time. By those, however (to their shame be it spoken), who ought to have duly appreciated the merits of his invention, Roberts and his hood were treated with neglect, and had not Mr. Ledger (Editor of the *Whitehaven Gazette*) interested himself in his behalf, he might have remained unnoticed and unknown. Mr. Ledger having witnessed some experiments with the apparatus, and being fully convinced of its utility, introduced it to the notice of the late J. C. Curwen, Esq., M.P., who, we believe, was the means of bringing it under the inspection of different scientific bodies in London, Dublin, and Paris, before whom Roberts put the powers of his hood to the test in many severe experimental trials. He was warmly applauded by the gentlemen who witnessed these trials, and was, we are informed, rewarded in a handsome manner for his invention. The Duke of Sussex, as president of the Royal Society, presented him with a gold medal, in token of the approbation of the members of that institution.

"As a means of preserving life in mines after an explosion, and in buildings when on fire—inasmuch as it enables the wearer to remain for a considerable time in safety in situations where it would be impossible to breathe an instant without such a safeguard—the safety-hood is unquestionably entitled to rank amongst the most useful inventions of modern times. How far it has been introduced into practical use we are not prepared to say, but certain we are, it is deserving of, and will one day obtain, a due meed of public celebrity."

MOORE'S PATENT ROTARY ENGINE.

[From the "Railway Magazine."]

Fig. 1.



The following is a brief outline of this invention, taken from the specification:—A 5, A 6 is a hollow ring, or cylinder, with two pair of folding doors, D 3 and F, which open in the direction D, D 2, and F, F 1, and fall back into boxes to receive them. The doors of each pair open together by means of tooth wheels, and are closed again by coiled springs behind them, and afterwards pressed closely together by the elastic force of the steam, when the piston C has passed them. A, A 1 is a hollow axle, through one arm of which, at A, the steam enters, and passing through the tube A 4, just behind the piston, fills the space left between the piston C, and the folding doors, F, next behind it. By its pressure on C, and confinement against the said folding doors, the piston (which is firmly connected with all the interior part, A, A 2, &c.) and the said interior part revolve together in the fixed ring cylinder, A 5, A 6, in the direction C C'. As the piston C approaches the doors D 3, the beveled part, B 2, acting on the ketch, D 5, gradually opens the folding doors, which, after the piston has passed, close again by means of the coiled springs, and are kept tight by the steam issuing through A 4. Through A 7, A 1, all the steam or air in advance of the piston passes off, and leaves the front side of the piston with no more than the common pressure of the atmosphere, as in all other engines, to oppose the piston.

This is the principle of the machine, and of its action, but a variety of contrivances are introduced—shown by other diagrams we have not thought it needful to insert—for the purpose of meeting and overcoming any difficulties in the way, and of rendering the machine more perfect.

SILVER MINES, NENAGH.—We understand that operations have, for the present, ceased at these mines.

COAL-FIELDS OF NEW BRUNSWICK.—By recent intelligence, we learn that a second geological survey of certain parts of New Brunswick had been accomplished by Dr. Gesner, under the instructions of Sir John Harvey, the result of which had amply determined the vast extent and richness of the coal-fields of the province (before vaguely known only), and the more advantageous localities undetermined. Mines here and there had been worked on a small scale, but without the proper degree of practical and scientific knowledge in the selection of situations and the process of working. This survey resolves the fact of New Brunswick being one of the richest coal districts in the world.

THE BURNING COAL MINES.—The remarkable and fearful conflagration in the mines of Commentry, of which we gave some particulars last week, was unsubdued up to the last report. A check which it had received, by the fall into its burning field of the ground, mined by its own terrible operations, had proved only partial and momentary; and the fire had penetrated into galleries which it had been hoped were beyond its reach. The neighbourhood was awaiting the experiment of submersion with intense curiosity for the new phenomena which it would produce, and anxiety as to the result.

STEAM NAVIGATION IN THE BRAZILS.

(FROM A CORRESPONDENT.)

It will be perceived by the subjoined table that the *Pernambucana* performed her outward and homeward voyage in only thirty-three days and sixteen hours, exclusive of her detention in port, twenty-one days sixteen hours. The boat is said to be a very fine one, but the fact of her having performed her voyage in so short a time, is, in a great measure, to be ascribed to the knowledge of the coast of the Brazil, and general skill and experience in steam navigation possessed by her commander, Captain F. R. Cobb.

OUTWARD.

Departure.		Arrival.		Voyage. d.	Voyage. h.	In Port. d.	In Port. h.	Mail delivered.		
Rio Janeiro	Oct. 12	Bahia	Oct. 18	5	14	2	1	Oct. 18	1	15 P.M.
Bahia	„ 20	Maena	„ 23	2	18	1	16	„ 23	8	15 A.M.
Maena	„ 25	Pernam.	„ 26	1	4	2	5	„ 26	7	30 „
Pernambuco	„ 28	Cea	„ 31	2	21	1	2	„ 31	10	0 „
Cea	Nov. 1	Mariane	Nov. 3	2	1	2	19	Nov. 3	1	15 P.M.
Mariane	„ 6	Para	„ 8	2	10	2	5	„ 8	10	0 „
Total				16	20	12	0			

HOMEWARD.

Para	Nov. 10	Mariane	Nov. 13	2	23	2	6	Nov. 13	3	45 P.M.
Mariane	„ 15	Cea	„ 20	4	2	1	12	„ 20	7	0 A.M.
Cea	„ 21	Pernam.	„ 24	2	18	2	3	„ 24	4	15 P.M.
Pernambuco	„ 26	Maena	„ 27	0	19	1	18	„ 27	3	45 „
Maena	„ 29	Bahia	„ 30	1	10	2	7	Dec. 1	7	0 A.M.
Bahia	Dec. 3	Rio Jan.	Dec. 7	4	20	—				
				16	20	9	16			
Outward				16	20	12	0			
Days				33	16	21	16			

Making the entire voyage out and back fifty-six days eight hours.

THE SULPHUR TRADE.

In the House of Commons, on Wednesday evening, Lord MAHON asked whether any directions had been given by Her Majesty's Government for commencing a blockade or any other hostile operations against the kingdom of Naples?

Lord J. RUSSELL said, certainly instructions had been given with respect to the sulphur monopoly, and further instructions, that in case a satisfactory answer were not returned by the Neapolitan Government within a certain time, the admiral commanding in the Mediterranean should detain all vessels bearing the Neapolitan flag. The last intelligence received was, that the British Minister at the Court of Naples, Mr. Temple, had delivered his note, but had received an answer entirely evasive and unsatisfactory, and that he had thereupon communicated with the British admiral, who was now considering what measures were best to be pursued.

Lord MAHON then asked whether a document was authentic which had appeared in the public prints, and purported to come from one of our consular authorities, and addressed to British merchants relative to the sulphur trade?

Lord J. RUSSELL said that he knew that Mr. Temple had given notice to the consul, to notify to British merchants the state of affairs. With regard to the general subject, a new treaty had been lately agreed to by the Neapolitan Government, but Her Majesty's Government held that the stipulations of a former treaty had not been complied with and what they demanded was that they should be observed. It should be remembered that there was a discussion in the other House some time ago relative to this question, and Ministers were then charged with remissness in not having demanded an explanation sooner.

Sir J. GRAHAM begged to know whether in this case an Order in Council had been issued, directing that until reparation be made to British merchants all Neapolitan vessels should be detained.

Lord J. RUSSELL said that no Order in Council was necessary in this case, as in the case of China, which was so distant, that it was impossible to wait until dispatches could arrive.

Sir J. GRAHAM said, that he had yet to learn that any detention of vessels could be made by the British admiral without an Order in Council. It was contrary, he believed, to the law of nations to do so.

Lord J. RUSSELL said that he certainly should not dispute upon the law of nations on that occasion, but he was of opinion that the orders of Her Majesty to the admiral, conveyed through the Secretary of State, was quite sufficient to authorise the detention. He would add, that he trusted that the Neapolitan Government, either of themselves or by the advice of some friendly power, would agree to satisfy the British claims, so that it would be unnecessary that the vessels detained should be brought before a court of admiralty for adjudication.

FRENCH RAILROAD BILL.

Art. 1.—The Minister of Public Works is to be authorised to take, in the name of the state, any amount of shares in the Paris and Orleans Railroad not exceeding two-fifths, but no money is to be paid until the other three-fifths have been paid up and employed.

Art. 2.—The state is to receive no dividend until the other shareholders shall have received 4 per cent. After this the state is to have 4 per cent. for its capital; of the surplus, after this interest, the state is to have one-fourth and the shareholders three-fourths. The reserve, which may eventually be distributed, is to be divided between the state and the shareholders, in proportion to their investments.

Articles 3 to 6 are merely the ordinary details of execution.

Art. 7 authorises the Minister to take three-tenths of the capital of the railroad from Strasburg to Basle.

Art. 8. No payment is to be made by the state until M. Kœchlin shall have expended a sum proportioned to the amount paid into his hands by the other shareholders.

Articles 9, 10, 11, 12, and 13, are of the same nature as 2, 3, 4, 5, and 6.

Art. 14 authorises the Minister to lend 4,000,000 francs, at 4 per cent. interest, to the Railway Company of Andrézieux to Roanne, as soon as it shall have been legally constituted. The other articles stipulate the mode and periods for advancing the money.

Art. 21 authorises the Minister, in the name of the state, to expend 14,000,000 francs for the construction of a railway from Montpellier to Nismes, in communication with the railroad from Montpellier to Cette, and with that from Alais to Nismes and Beaucaire.

By article 22 the state is authorised to expend 6,000,000 for the construction of a railroad from Lille to the Belgian frontiers, and 4,000,000 for a railway from Valenciennes to the Belgian frontiers. The other articles to 26 are details of execution.

Art. 26 authorises 23,000,000 of the total amount of 56,000,000 for the different enterprises to be taken on the estimates of 1840 and 1841, as follows:

1840.	Francs.
Strasburg to Basle	4,000,000
Andrézieux to Roanne	2,000,000
Montpellier to Nismes	1,000,000
Lille and Valenciennes to the frontier of Belgium	3,000,000
Total	10,000,000
1841.	
Paris to Orleans	8,000,000
Strasburg to Basle	3,000,000
Andrézieux to Roanne	3,000,000
Montpellier to Nismes	3,000,000
Lille and Valenciennes to the Belgian frontier	6,000,000
Total	23,000,000

The bill was ordered to be printed, and distributed amongst the members.

GOLD AND SILVER GLASS.—Two curious and astonishing specimens of a new manufacture, brought forward by the French, have just been exhibited to various members of the Royal Society, at a *soirée* given by their president, the Marquis of Northampton. They were rich silk curtains, having all the appearance of being figured with silver and gold, in the most gorgeous patterns, though both brilliant materials were nothing more than woven glass, and may be manufactured for a mere trifle.

FATAL MINE ACCIDENT.—Benjamin Gribble (of Illogan) was killed, on Sunday last, at the Carn Brea Mines. He was employed in working one of the engines, and while adjusting something that had gone amiss, was, through the sudden recoil of the machinery, thrown into the whim-pit, and crushed to death.

RAILWAY TERMINUS AT GREENWICH.—The trains run under a shed of sixty feet span, having twelve feet of pavement on each side, forming a promenade 300 feet in length, eleven large windows looking into the London-road, and the same number giving a view towards the Thames. On the roof, at the end of the shed, is a large leaden tank, containing 25,000 gallons of water to supply the engines; and above the shed's weather-cock, representing a locomotive engine; the beams and iron stays which sustain the roof of the shed, are of prodigious strength, and weigh each four tons; of these beams and stays there are twenty-two in number, weighing together eighty-eight tons, lined inside and out, and covered with slate and zinc. A handsomely finished stone staircase, ten feet wide, leads to the waiting rooms, and down about twenty stone steps into a colonnade, through which the passengers pass into the London-road, Greenwich.

LANCASTER AND PRESTON RAILWAY.—The recent fine weather has been as favourable as could be desired for the progress of the works. The principal building at the Lancaster terminus has been run up with great rapidity, and will be "reared," that is, roofed, next week. The style is Grecian Ionic, and the structure will have a tasteful appearance, and be altogether an ornament to the town. The dispute between the master masons and their men is not yet adjusted, and the strike accordingly still continues. The masters, however, have been able to procure sufficient hands from a distance to enable them to complete the works, so that the men have taken nothing by their motion.—*Lancaster Guardian.*

NORTH MIDLAND RAILWAY.—This great line will be open from Derby to Sheffield, forty miles, in the first week in May. The celebrated station at Derby for the three companies, the North Midland, Midland Counties, Birmingham and Derby Junction—which, it is said, will be one of the finest railway stations in the kingdom—is in a state of great forwardness. —*Derbyshire Chronicle.*

WORK PERFORMED BY STEAM-ENGINES,
IN FEBRUARY, 1840.

Taken from the official daily paper of MR. THOMAS LEAN, *of Marazion, Cornwall.*

s stands for single; *d* for double; in. for inches.

Mines.	Engines.	Stroke in cylinder.	Load per sq. inch on pist.	No. of strokes p. minute.	Consump. of coal in bushels.	Pounds lifted 1 foot high by a bushel of coal.	Average quan. of water p. min.
		Feet.	Lbs.		94 lbs.		Im. gal.
W. Darlington	Eastern 80 in. *s*	10,0	15,11	9,3	3712	81,433,741	1276,12
Ditto ...	Halse's 60 in. *s*	10,0	9,78	7,44	1670	52,324,994	456,59
Marazion	Powlet's 60 in. *s*	9,0	14,76	—	—	—	—
Ditto	E. Rodney 40 in. *s*	9,0	11,42	—	—	—	—
Gt. W. Fortune	G. W. Fort. 85 in. *s*	9,4	12,59	6,3	2748	64,307,223	321,99
Ditto	Wh. Pros. 80 in. *s*	9,7	8,94	11,13	3528	55,535,887	932,73
Ditto	T. Downs 70 in *s*	10,0	6,49	5,96	1209	49,620,530	309,32
Ditto .. .	Wh. Friends. 70 *s*	10,0	12,16	9,3	4140	42,347,353	776,41
Ditto	Owen V. 70 in. *s*	9,7	6,5	—	—	—	—
Ditto	Gwalion 26 in. *s*	7,5	19,93	—	—	—	—
Providence ..	30 in. *s*	6,0	16,35	4,75	664	19,301,712	87,66
Wheal Virgin	60 in. *s*	10,0	12,74	6,63	1724	55,999,792	328,46
Relistian	60 in. *s*	9,6	13,46	7,3	2196	59,699,457	268,78
Trevaskus....	60 in. *s*	10,5	8,24	11,7	2407	48,326,134	373,3
Duffield	80 in. *s*	11,0	11,6	8,47	3427	66,383,133	1146,0
Carslee Cons.	70 in. *s*	10,0	8,33	10,5	3049	44,317,375	647,22
Wheal Julia..	80 in. *s*	11,0	11,33	9,39	3000	72,152,479	764,99
Ding-dong ..	30 in. *s*	6,0	10,15	6,12	426	26,938,216	115,43
Morvah & Zen.	40 in. *s*	8,0	8,6	6,10	426	55,512,901	191,26
Levant	New 40 in. *s*	9,0	9,57	3,1	338	42,957,169	31,24
Botallack	30 in. *s*	6,3	13,88	3,22	258	31,820,410	27,11
Ballaswidden	24 in. *s*	7,0	10,71	7,45	444	24,619,478	24,36
Wherry	40 in. *s*	—	—	—	—	—	—
Wheal Leeds .	36 in. *s*	8,0	18,7	—	—	—	—
Great Work ..	W. Breage 60 in. *s*	9,0	9,42	8,38	1980	32,830,765	437,81
Ditto	Leed's 60 in. *s*	8,0	14,79	10,6	2610	68,733,268	
Wheal Vor ..	Borlase's 80 in. *s*	10,0	16,72	8,65	4543	73,844,259	462,23
Ditto	Treiswny's 80 in *s*	10,0	15,25	8,18	5457	60,124,226	409,91
Ditto	Woolf's 53 in. *s*	9,0	16,0	—	—	—	—
Dunstanville	60 in. *s*	10,0	7,58	4,8	1096	37,960,611	540,48
South Roskear	W. Chance 60 in. *s*	9,0	8,26	6,1	1392	38,693,521	145,54
North Roskear	New eng. 70 in. *s*	10,0	12,58	5,77	1560	72,332,010	281,57
E. Wh. Crofty	80 in. *s*	10,33	9,3	5,48	2322	46,002,949	310,16
Dolcoath	76 in. *s*	9,0	9,83	7,17	2988	38,873,864	340,28
Carn Brea	76 in. *s*	9,0	13,85	7,07	2304	60,660,315	481,25
Ditto	Sims, 50 in. c. c. c.	9,0	11,54	3,37	356	72,923,960	112,35
Tincroft	56 in. *s*	9,33	14,—	10,15	2136	61,935,292	423,96
Wh. Damsel..	Stephens' 50 in.*s*.	9,33	8,7	5,6	963	37,420,978	112,09
Wheal Jewel .	30 in. *s*	8,5	15,46	6,5	1284	34,176,895	132,93
Poldice	Sims's 90 in. *s*	10,0	4,8	10,09	3504	34,417,155	716,34
W. U. Wood..	William's 80 in. *s*	10,0	8,0	8,33	2558	53,273,047	639,05
Halienbeagle	70 in. *s*	10,0	8,67	8,5	1944	38,823 897	924,8
W. Beauchamp	Western 36 in. *s*.	7,75	19,34	7,58	1532	29,007,874	420,39
Ditto	Powning's 36 in.*s*	8,0	18,0	6,69	1024	37,214,081	
Consolidated	Taylor's 85 in. *s*	10,33	11,36	9,18	3941	61,277,499	
Ditto	Davey's 80 in. *s*	11,33	13,7	8,3	3405	74,379,618	
Ditto	Pearce's 65 in. *s*	9,0	17,66	6,28	2396	51,798,685	1710,65
Ditto	Woolf's 90 in. *s*	10,0	10,0	8,95	5190	42,346,967	
Ditto	Bawden's 90 in. *s*	10,0	8,35	7,1	2813	52,199,038	
Ditto	Job's 65 in. *s*	9,0	8,78	9,0	1523	66,311,178	
United Mines	Cardozo's 90 in. *s*	9,0	11,0	9,96	5217	46,788,342	
Ditto	Eldon's en. 30 in.*s*	9,0	14,72	9,8	658	84,946,724	2949,4
Ditto	Loam's 85 in. *s*	10,0	10,63	10,76	4463	50,476,230	
Ditto	Hocking's 85 in.*s*	10,0	12,4	10,37	4232	58,091,747	
S. Wh. Towan	70 in. *s*	10,0	8,3	—	—	—	—
United Hills..	Williams 90 in. *s*	10,0	6,95	5,40	1148	60,706,586	293,44
Wh. Prudence	33 in. *s*	8,75	16,7	8,02	1649	25,531,005	166,49
E. Wheal Rose	36 in *s*	8,0	7,6	3,76	330	28,516,434	93,66
Gt. St. George	North 60 in. *s*	—	—	—	—	—	—
Ditto	South 40 in. *s*	—	—	—	—	—	—
Ditto	Devonsh. 70 in. *s*	—	—	—	—	—	—
St. Enoder Con	70 in. *s*	8,0	11,96	7,64	1709	47,842,326	640,69
Charlestown U	50 in. *s*	9,3	10,61	5,6	812	33,093,896	215,4
W. F. Consols	Union, 40 in. *s*	9,0	16,63	7,34	1296	43,858,679	448,9
Fowey Consols	Austen's 80 in. *s*	10,3	11,65	7,26	2374	77,745,708	551,32
Polgooth ...	66 in. *s*	9,8	9,2	9,7	1992	73,633,593	978,73

ENGINEERS' NAMES.

Wheal Darlington, Eustis; Marazion Mines, Grose; Great Wheal Fortune, Grose; Providence Mine, J. West; Wheal Virgin, Grose; Relistian Mines, J. Sims; Trevaskus, J. West; Duffield, J. Sims; Carslee Consols, W. Thomas; De Dunstanville, J. West; Wheal Julia, J. Sims; Ding-Dong, Eustis; Morvah and Zennor Mines, Grose; Levant, F. Michell; Botallack, J. Rowe; Ballaswidden, W. Trezise; Wheal Leeds, Grose; Great Work, Richards; Wheal Vor, Richards; South Roskear, J. West; North Roskear, J. West; East Wheal Crofty, J. Sims; Dolcoath, Jeffree; Tincroft, J. West; Wheal Damsel, J. Sims; Wheal Jewel, J. Sims; Poldice, J. Sims; Wheal Unity Wood, J. Sims; Wheal Beauchamp, Hocking and Loam; Consolidated, Hocking and Loam; United Mines, Hocking and Loam; South Wheal Towan, J. Gray; Wheal Prudence, Grose and West; United Hills, J. Sims; St. Enoder Consols, J. Rickard; Charlestown United Mines, Darlington; West Fowey Consols, W. West; Fowey Consols, W. West; Polgooth, J. Sims; Carn Brea, J. Sims; East Wheal Rose, Hocking and Loam; Halienbeagle, J. Sims.

STEAM-ENGINES STAMPING ORES,
IN FEBRUARY, 1840.

Mines.	Engines.	Stroke in cylin.	No. of heads.	Av. weight of heads, lifters, and water col.	Consump. of coal in bushels.	Pounds lifted 1 foot high by a bush. of coal.
		Feet.		Lbs.	94 lbs.	
Ballaswidden ..	24 in. *d*	5,0	56	25930	1144	34,743,741
Charlestown U.	82 in. *s*	9,0	75	37200	—	—
Wheal Kitty ..	32 in. *s*	9,0	54	26284	496	35,564 775
Carn Brea	32 in. *s*	9,0	41	26780	629	51,926,302
Tincroft	36 in. *d*	9,0	48	23267	870	33,447,000
Wheal Vor .. .	24 in. *s*	6,5	34	14510	—	—
Ditto .. .	36 in. *d*	10,0	72	45792	1725	51,266,327

ENGINEERS' NAMES.

Ballaswidden, Maynard; Charlestown United Mines, Darlington; Wheal Kitty, J. Sims; Carn Brea, J. Sims; Tincroft, W. and J. West; Wheal Vor, Richards.

WHIM-ENGINES DRAWING ORES,
IN FEBRUARY, 1840.

Mines.	Engines.	Consump. of coal in bushels.	Av. No. of kibbles drw. from 100 fms.	Av. weight of a kibble in pounds.	Pounds drawn one foot high by a bushel of coal.	Horse whim kibls. drawn from 100 fms. by a bush. of coal.
Consolidated Mines.....	Taylor's....	310	8939	630	10,994,299	54,1
	Davey's....	241	10346	660	17,600,966	80,3
	Pearce's....	116	5159	560	16,975,569	94,1
	Elvern's....	200	5784	690	11,350,697	56,3
	Deeble's....	223	6539	730	12,991,879	63,9
	Woolfs'	—	—	570	—	—
	Bawden's...	—	—	740	—	—
	Shears's...	—	—	660	—	—
United Mines ..	Michell's ..	113	3796	700	14,196,460	69,9
Ditto	Loam's ..	194	6723	620	16,724,454	83,0
Ditto	Hocking's..	214	8092	710	17,849,779	87,5
Charlestown U.M	....	310	5833	1130	14,163,246	70,3
Fowey Consols	Davie's	324	11104	850	17,479,469	86,8

ENGINEERS' NAMES.

Consolidated Mines, Hocking and Loam; United Mines, Hocking and Loam; Charlestown United Mines, Darlington; Fowey Consols, W. West.

Wheal Leeds engine is changing for a larger one. Woolf's engine, at Wheal Vor, is not ready for registering. The boilers at South Roskear engine are leaky, and have been worked uncovered; they are also leaky at Taylor's, Davey's, Woolf's, and Bawden's engines, Consolidated Mines, at Wheal Prudence and Wheal Julia. South Towan engine is changing.

The number of pumping engines reported this month is fifty five. They have consumed 5083 tons of coal, and lifted 47,000,000 tons of water ten fathoms high. The average duty of the whole is, therefore, 47,000,000 lbs. lifted one foot high by the consumption of a bushel of coal.

Marazion, March 10. THOMAS LEAN and BROTHER.

PURCHASES OF COPPER ORES AT REDRUTH.
April 9.

Purchasers.	Mines.	Tons	Total.	Price.	Each Parcel.	Total amount
				£ s. d.	£ s. d.	£ s. d.
1. ENGLISH COPPER CO.	Gt. Wheal Fortune	52		3 3 6	165 2 0	
	Wheal Trewavas..	31½		8 5 6	269 13 3	
			83½			435 15 3
2. VIVIAN and SONS.	Carnbrea	103		3 11 0	365 13 0	
	....	49½		4 19 0	245 0 6	
—	Fowey Consols ..	113		5 10 0	624 10 0	
—	Gt. Wheal Fortune	25½		5 7 0	137 6 4	
—	Wheal Trewavas .	75		4 17 0	354 1 0	
—	....	51½		8 5 6	269 13 3	
—	....	13		2 11 0	33 3 0	
—	Wheal Unity Wood	69		5 13 0	389 17 0	
—	Wheal Julia	25½		6 5 0	159 7 6	
—	....	30		3 5 6	163 15 0	
—	....	57		5 1 6	289 5 6	
—	Relistian	24		7 11 0	181 4 0	
—	Cudlip's Ore.....		624			3200 16 1
3. FREEMAN and Co.	Carnbrea	45		7 4 0	345 12 0	
—	....	49		2 10 0	109 0 0	
—	....	33		4 9 6	147 13 6	
—	Fowey Consols ..	39½		5 9 0	275 4 6	
—	Wheal Trewavas..	67		2 18 0	134 6 0	
—	Tincroft..	61		5 14 6	349 4 6	
—	.. .	53		4 16 6	255 14 6	
—	....	44		4 6 6	190 6 0	
—	....	38		2 16 6	107 7 0	
—	Relistian	11		9 19 0	109 9 0	
—			445½			2074 17 0
4. GRENFELL and Sons.	Carnbrea	58		7 10 6	426 9 6	
—	Gt. Wheal Fortune	25½		5 7 0	137 6 4	
—	....	35		7 1 0	246 15 0	
—	Wheal Virgin	90		6 14 0	626 10 0	
—	....	83		5 14 6	475 13 6	
—	....	57		5 .9 0	309 3 0	
—	....	45		2 16 6	127 2 6	
—	Wheal Unity Wood	30		5 12 0	168 0 0	
—	....	32		4 14 6	154 8 0	
—			460½			2721 7 4
5. CROWN Co.	Carnbrea	..	20½	11 19 0	....	243 19 0
6. SIMS, WILLIAMS, NEVILL, and Co.	Carnbrea	88		5 6 0	466 8 0	
	Gt. Wheal Fortune	25½		5 7 0	137 6 4	
—	.. .	31		0 5 6	8 5 0	
—	Wheal Unity Wood	30		5 12 0	168 0 0	
—	Wheal Providence	76		4 17 6	370 10 0	
—	....	48		13 4 6	634 16 0	
—	Wheal Julia..... .	25½		6 5 0	159 7 6	
—	Wheal Treasury ..	50		2 13 0	132 10 0	
—	....	11		2 0 0	22 0 0	
—			384½			2009 2 10
7. WILLIAMS and Co.	Carnbrea	105		2 5 0	236 5 0	
—	....	49½		4 19 0	245 0 6	
—	...	73		6 5 6	458 1 6	
—	.. .	68		10 4 6	695 6 0	
—	....	65		8 18 0	578 10 0	
—	....	20½		11 18 0	243 15 0	
—	Fowey Consols ..	56½		5 9 0	275 4 6	
—	....	91		4 19 6	457 14 0	
—	Gt. Wheal Fortune	8		8 12 6	500 5 0	
—	Wheal Trewavas..	50		8 8 6	421 5 0	
—	Tincroft.....	13		2 11 0	33 3 0	
—	Wheal Treasury ..	11		2 0 0	22 0 0	
—	Wheal Kitty	26		7 13 6	199 11 0	
—			691½			4366 4 6
8. VIVIANS and Co.	Gt. Wheal Fortune	..	43	2 5 6	.. .	97 16 6
			2584			15229 18 6

SALE OF BLACK TIN.
Black Tin sold at Trelowarth on the 14th of April.

Mines.	Tons	Total	Price.	Amount.	Total Amount	Purchasers.
			£ s. d.	£ s. d.	£ s. d.	
St. Ives Consols ..	23		44 0 0	1012 0 0		Truro Co.
....	21		45 2 6	947 12 6		—
		44			1959 12 6	
Charlestown U. M.	20½		45 0 0	933 15 0		Batten & Son.
....	6½		45 12 6	293 11 3		Williams.
		27½			1217 6 3	
Great Work	..	26	48 15 0	....	1267 10 0	Batten & Son.
Wheal Mary.....	..	23½	44 15 0	....	1051 12 6	Bolitho & Co.
Boscaswell	..	22	46 17 6	....	1031 5 0	Truro Co.
Balleswidden ...	15½		46 10 0	720 15 0		—
....	5½		43 10 0	239 5 0		—
		21			960 0 0	
Wheal Olds	11		48 17 6	537 12 6		Williams.
...	8		48 12 6	389 0 0		—
		19			926 12 6	
Wheal Reeth	12½		44 . 0	550 0 0		Bolitho & Co.
....	2		40 17 6	81 15 0		—
....	1		43 2 6	43 2 6		—
		15½			674 17 6	
Boscean.....	..	12	49 2 6	....	589 10 0	Bolitho & Co.
Carzise	..	12	48 12 6	....	559 10 0	Williams.
Tincroft.....	11		44 10 0	499 10 0		Daubuz & Co.
....	1		56 0 0	56 0 0		Grenfell & Cr.
		12			575 10 0	
Boswednan	..	8	45 5 0	....	362 0 0	Daubuz & Co.
Levant	..	7	41 12 6	....	291 7 6	Grenfell & Co.
Rosewall Hill	..	7	45 12 6	....	319 7 6	Bolitho & Co.
Parknoweth.....	..	2½	48 0 0	....	108 0 0	Batten & Son.
		258½			11844 1 3	

SALE OF COPPER ORES AT SWANSEA,
Sampled on the 24th of March, and sold at Swansea, on the 15th of April.

Mines	Tons	Produce	Stand	Price.
Santiago....	111 ..	18½ ..	97½	15 3 6
ditto....	110 ..	18½ ..	92	15 0 0
ditto.. .	106 ..	18 ..	94½	14 14 0
ditto	104 ..	19 ..	92	15 5 0
ditto....	97 ..	23½ ..	90½	20 18 6
ditto.. .	96 ..	25 ..	92	20 14 6
ditto.. .	94 ..	23½ ..	90½	21 3 6
ditto.. .	82 ..	19 ..	91½	15 5 6
ditto....	81 ..	19 ..	92½	15 5 6
Knockmahon	125 ..	8 ..	100	6 5 0
ditto....	116 ..	7½ ..	107½	5 10 6
ditto....	105 ..	9½ ..	103	7 10 0
ditto....	105 ..	10½ ..	101	8 12 0
ditto....	104 ..	7½ ..	105	5 15 0
ditto....	98 ..	10½ ..	101½	8 10 6
ditto....	91 ..	9½ ..	102½	7 5 0
ditto....	85 ..	8½ ..	103½	6 6 0
Cobre.....	77 ..	22½ ..	91	18 6 0
ditto....	70 ..	21½ ..	91½	17 14 0
ditto.. .	61 ..	25½ ..	90	20 19 6
ditto.. .	60 ..	15½ ..	94½	12 3 6
ditto....	43 ..	13½ ..	94½	12 7 6
ditto....	121 ..	16½ ..	93½	13 6 0
ditto....	63 ..	28½ ..	90½	23 9 0
ditto....	46 ..	29½ ..	90	24 10 0
ditto....	31 ..	15½ ..	94	12 11 0
Cobre	26 ..	24½ ..	92	20 7 6
ditto....	20 ..	25½ ..	91	21 3 6
ditto....	20 ..	25½ ..	90½	21 1 0
ditto....	20 ..	15 ..	93½	12 15 0
Allihies	123 ..	10½ ..	99½	8 9 6
ditto ..	115 ..	10½ ..	100½	8 1 0
ditto....	99 ..	10½ ..	101	8 2 0
ditto....	69 ..	9½ ..	102	7 16 6
ditto	55 ..	10½ ..	101	8 2 6
Chili	100 ..	19½ ..	93½	16 5 0
ditto....	97 ..	28 ..	91	23 5 6
ditto....	77 ..	29½ ..	92½	16 10 6
ditto....	67 ..	20 ..	93½	16 9 0
ditto....	31 ..	25 ..	91½	20 14 0
ditto....	15 ..	70 ..	90	56 1 0
Ballymurtagh	81 ..	4½ ..	121	2 14 6
ditto....	54 ..	4½ ..	121	2 15 6
ditto....	40 ..	4 ..	122	2 12 6
ditto....	39 ..	4 ..	122	2 12 6
Valparaiso ..	99 ..	22½ ..	92½	18 2 6
Lackamore ..	66 ..	8½ ..	103½	6 16 6
ditto.. .	14 ..	15½ ..	95½	12 6 6
Laxey	68 ..	34 ..	124½	2 1 6
Cronebane ..	37 ..	64 ..	107½	5 3 6
Tigroney	23 ..	34 ..	112½	3 18 6
Ballygahan ..	59 ..	3 ..	120½	1 12 6

TOTAL PRODUCE.

Santiago	882	£14990	14	0	Valparaiso	99	£1676	5	0
Knockmahon	837	5779	9	6	Lackamore	80	603	4	0
Cobre.....	788	13038	14	0	Laxey	68	141	2	0
Allihies	439	3740	12	6	Cronebane	37	120	11	0
Chili	380	7666	15	6	Tigroney	23	99	5	6
Ballymurtagh	214	592	2	6	Ballygahan	59	18	17	6

Copper Ores for sale on the 29th of April:—Cobre 110, ditto 97, ditto 76, ditto 70, ditto 46, ditto 30, ditto 26, ditto 25, ditto 24, ditto 100, ditto 64, ditto 59, ditto 56—Knockmahon 134, ditto 125, ditto 104, ditto 100, ditto 97, ditto 87, ditto 55, ditto 32—Ballymurtagh 79, ditto 70, ditto 64, ditto 58, ditto 57, 4 ditto 55, ditto 51, ditto 43, ditto 26—Allihies 199, ditto 123, ditto 77, ditto 39—Valparaiso 132, ditto 79, ditto 25—Chili 77, ditto 65—Tigroney 56, ditto 45, ditto 35—Santiago 44—Llwydd 42—Simsea Dyllaun 30—Llanberris 19—Consorres (precipitate) 14—Drwycoed 12.—Total, 2930 tons.

SALE OF COPPER ORES IN CORNWALL.

There was NO SALE on Thursday last, the 16th instant.

Copper ore for sale on Thursday next, at Andrew's Hotel, Redruth. Mines and Parcels.—Trelavenan, 700; Fowey Consols, 332; Trethellan, 120; Levant, 219; Duffield Mines, 60; East Crinnis, 111; North Downs, 70; Wheal Garland, 60; Pembroke, 41; East Relistian, 16.—Total, 2010.

Copper ores for sale on Thursday week, at Andrew's Hotel, Redruth. Mines and Parcels.—United Mines, 1228; Consols, 461; Halienbeagle, 45½; Godolphin, 215; Fowey Consols, 211; Trenavinan, 189; Great St. George 149; Great Wheal Charlotte, 122; Carzise, 55; West Fowey Consols, 27; Polgooth, 24; Wheal Curtis, 25; Cligga Mine, 20.—Total 2784 tons.

COPPER ORES SOLD BY PRIVATE CONTRACT.—MARCH 13.

Mines.	Tons.	Price.	Purchasers.
South Caradon .	194	£7 5 0	Williams, Foster, and Co.
Ditto ..	99	6 6 6	Ditto.

PURCHASES OF COPPER ORES AT SWANSEA,
April 8.

Purchasers.	Mines.	Tons	Total	Price.	Amount.	Total Amount.
				£ s. d.	£ s. d.	£ s. d.
1. FREEMAN and Co.	Simsea Dyllaun ..	19		7 1 0	133 19 0	
	....	42		6 3 0	73 14 0	
—	Drwycoed	18		5 5 0	94 10 0	
			79			302 3 0
2. GRENFELL and Co.	Tigrony.....	49		2 1 6	101 13 6	
—	..	48		2 5 6	109 4 0	
—	..	46		2 13 0	121 18 0	
—	Laxey.....	52		2 1 0	106 12 0	
			193			439 7 6
3. SIMS, WILLIAMS, NEVILL, and Co.	Ballymurtagh	85		2 14 0	224 2 0	
—	....	35		2 7 0	82 5 0	
—	....	50		2 5 0	126 17 0	
—	.. .	55		2 14 0	148 10 0	
—	....	52		2 13 0	137 16 0	
—	....	48		2 6 0	110 8 0	
—	....	46		2 10 0	115 0 0	
—	....	40		2 9 0	98 0 0	
—	Llanberris..	22		2 14 6	59 19 0	
—	....	21		2 14 6	57 4 6	
			481			1160 1 6
4. VIVIAN and SONS.	Ballymurtagh	35		2 7 0	82 5 0	
—	....	65		3 0 0	195 0 0	
—	....	46		2 9 0	127 4 0	
—	....	52		2 11 0	132 12 0	
—	....	39		2 9 0	98 11 0	
—	Knockmahon	64½		5 11 0	369 1 6	
—	....	93		5 12 0	520 16 0	
—	....	83		6 5 0	518 15 0	
—	Cobre..... ...	99		13 18 0	1251 0 0	
—	....	23		14 2 0	4 5 6 0	
—	....	80		13 1 0	652 10 0	
			662½			4420 0 6
5. WILLIAMS, FOSTER & Co.	Cronebane	86		5 5 0	451 10 0	
	....	81		5 3 6	419 3 6	
—	....	51		5 5 0	267 15 0	
—	....	50		5 5 6	263 15 0	
—	.. .	39		5 13 0	142 7 0	
—	....	35		5 0 0	175 0 0	
—	.. .	31		4 7 0	134 17 6	
—	Tigrony	65		4 11 0	295 15 0	
—	....	61		4 17 0	295 17 0	
—	....	39		4 17 0	189 3 0	
—	Knockmahon	66½		5 11 0	369 1 6	
—	....	63		6 6 0	396 18 0	
—	Dolgelly.....	30		5 6 0	159 0 0	
			697½			3560 2 0
VIVIANS & Co.	Ballygahan	.	78	1 15 0	....	136 16 0
			2 43			£10,018 6 6

FROM THE LONDON GAZETTE.
Tuesday, April 14.

INSOLVENT.

April 13.—William Smith, Upton St. Leonard's, Gloucestershire, miller.

BANKRUPTS.

T. Hardingham, Lower George-street, Chelsea, bricklayer. [Druce and Sons, Billiter-square.

R. Young, Wandsworth, builder. [Willis, Robert-street, Chelsea.

J. Gibbs, Bedford street, Covent-garden, man.-milliner. [Austin and Masterman, Wine office-court, Fleet-street. [Cheapside.

I. Hill, jun., Shepton Mallett, Somersetshire, grocer. [Stevens and Co., Queen-st.

R. Wilson, Aldermanbury, hosier. [Goddard, King street, Cheapside.

J. R. Duff, Galley quay, Lower Thames-street, wharfinger. [Bridges and Mason, Red Lion-square. [Commercial-chambers, Mincing-lane.

T. and G. Seddon, Gray's Inn-road, cabinet makers. [Brown Marten, and Co.

C. Colton, Pancras-lane, wine merchant. [Lloyd, Cheapside.

E. Weatherby, Newmarket, Cambridgeshire, J. H. Ford, Baslondel, Carnarvonshire, W. L. Hilton, Holywell, Flintshire, R. Addison, and R. Gibson, of Preston and Bolton-le-Sands, Lancashire, cotton-spinners. [Kay and Co., Manchester.

J. H. Ford, Holywell, Flintshire, banker. [Cox and Williams, Lincoln's Inn-fields.

R. Gibson, Holywell, Flintshire, banker. [Cox and Williams, Lincoln's Inn-fields.

W. L. Hilton, Holywell, Flintshire, banker. [Cox & Williams, Lincoln's Inn-fields.

S. Hyde, jun., and J. Lawton, Mottram-in-Longdendale, Cheshire, cotton-spinners. [Clarke and Medcalfe, Lincoln's Inn-fields.

C. and W. Sydebotham, Liverpool, ship smiths. [Taylor and Co., Bedford-row.

W. Fletcher, Sedgley, Staffordshire, maltster. [Capes and Stuart, Bedford-row.

E. O. Pile, Newcastle-upon-Tyne, grocer. [Meggison and Co., King's-road, Bedford-row. [coln's Inn-fields.

J. Bradbury, Edgbaston and Birmingham, druggist. [Rickards and Walker, Lincoln's Inn-fields.

W. W. Bulley, Liverpool, merchant. [Chester, Staple Inn.

W. Epplestone, Stockport, Cheshire, tailor. [Adlington and Co., Bedford-row.

W. C. Monkhouse, Aberystwith, Cardiganshire. [Poole and Gamlen, Gray's Inn-sq.

H. Laffer, Liverpool, merchant. [Lowe, Garey, and Sweeting, Southampton-buildings, Chancery lane

J. Geil, Salford, Lancashire, currier. [Johnson, Son, and Weatherall, Temple.

Betty Smith, Southport, Lancashire, boarding-housekeeper. [Johnson, Son, and Weatherall, Temple. [walk, Temple.

T. Anslow, Shrewsbury, upholsterer. [Vincent and Sherwood, King's Bench-walk, Temple.

F. Egerton, Birmingham, wine merchant. [Chaplin, Gray's Inn-square.

J. Potts, Stoke-upon-Trent, Staffordshire, grocer. [Price & Bolton, Lincoln's Inn-fields.

F. W. Wightman, Bawtry, Yorkshire, woollen-draper. [Walker, Furnival's Inn.

N. Ow

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday
Bank Stock, 7 per Cent.	....	175½ 5	175	175 ¼	175 ¼	....
3 per Cent. Red. Anns.	90½ 90	90½	90½	90½ 90	89½ 90½	....
3 per Cent. Consols	91¼	91½	91½ ¼	91½ ¼	90½ ¼	....
3½ per Cent. Anns. 1818.	....	....	....	....	96¾	....
3 per Cent. Anns. 1726.	....	....	....	....	....	....
3½ per Cent. Red. Anns.	98½ ¼	98¾ ¼	98¾ ¼	98¾ ¼	98¾ ¼	....
New 3½ per Cent. Anns.	99¼ ¼	99¾ ¼	99¾ ¼	99¾ ¼	99¾ ¼	....
New 5 per Cent.	....	....	....	....	....	....
Long Anns. 1860.	13⅞	13⅞	13⅞	13⅞	13⅞	....
Anns. for 30 Years 1859.	13⅛	13⅛	13⅛	....	....	....
Ditto 1860.	....	13⅛	....	13⅛	13⅛	....
India Stock, 10½ per Cent.	....	....	249½	....	....	....
South Sea Stock, 3½ per Cent.	....	....	....	....	....	....
Ditto Old Ann. 3 per Cent.	....	88	....	88	87½	....
Ditto New Ann. 3 per Cent.	....	89	89½	....	....	....
3 per Cent. Anns. 1751	....	....	....	....	....	....
India Bonds, 3 per Cent.	4 pm	4 2pm	4 pm	2 4pm	4 pm	....
Exchequer Bills, £1000. 21d	28 25	28 25pm	24 26	24 26	26 24	....
Ditto £500. 2d	25 25	28 25	24 26	24 26	24 26	....
Ditto Small	25 26	26 24	24 26	24 26	24 26	....
Ditto Advertised.	....	....	....	....	5	....
5 p. Cent. Cons. for Ac. April 4	98½ ½	91½	91½ ½	....	....	....
Bank Stock for Ac. Apr 14	....	179 84	....	....	....	....
India Stock for Ac. Apr. 14	....	250	....	....	....	....

BANK OF ENGLAND.—TRANSFER BOOKS.

	SHUT.	OPEN.
3 per Cent. Reduced	Friday, Feb. 24, 1840	Friday, April 24.
3½ per Cent. Reduced	Thursday, March 5	Tuesday ,, 14.
3½ per Cent. 1818	Friday, ,, 6	Thursday ,, 16.
Long Annuities	Monday, ,, 2	Tuesday ,, 18.
Terms of years	Saturday ,, 7	Tuesday ,, 21.
Bank Stock	Tuesday ,, 3	Tuesday ,, 14.
India Stock	Thursday, ,, 5	Thursday ,, 9.
Old South Sea Annuities	Wednesday ,, 4	Monday ,, 13.

FOREIGN STOCKS.

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Austrian, 5 per Cent.	....	....	....	....	....	....
Belgian, 5 per Cent.	....	105¼ 5	105	....	....	....
Brazilian	....	74½	76¼ 6	75¾ 6¼	76	....
Ditto, 1839	....	....	....	....	....	....
Buenos Ayres, 6 per Cent.	....	....	....	....	....	....
Cuba, 6 per Cent.	....	....	....	....	82	....
Chilian, 6 per Cent.	40¾	....	....	....	....	....
Colombian, 6 per Cent.	....	....	23	....	....	....
Ditto, 1824, ditto	....	25¼ 5¼	25½	25¼	25½	....
Danish, 3 per Cent.	77¾	77¾	78	77¾	....	....
Greek, 5 per Cent.	....	....	....	....	....	....
Ditto, 1825, 5 per Cent.	....	....	....	....	....	....
Mexican, 5 per Cent.	....	....	....	....	....	....
Ditto, deferred do.	....	....	....	....	....	....
Ditto, 1825, 6 per Cent.	28½	28¾ ¼	28	28¼	....	....
Ditto, def. do. 6 per Cent.	....	....	....	....	....	....
Neapolitan, 5 per Cent, 1824	....	....	....	....	....	....
Peruvian, 6 per Cent.	....	....	16	....	....	....
Portuguese, 5 per Cent.	....	....	....	69¾ 9½	....	....
Ditto, New 5 per Cent.	35⅞	35⅞ 6	35¾ ⅞	35¾ ¼	36¼ 6	....
Ditto, 1837, 5 per Cent.	35⅛	....	....	35¼	....	....
Ditto, 3 per Cent.	24½ 5	25 4⅝	24⅝	25 4⅝	25½ 4⅝	....
Russian, 1822, 5 per Cent.	....	113⅜ ⅝	113⅜ ⅜	113⅛	113¼	....
Spanish, 5 per Cent. Consols	28⅝ 9	28⅞ ⅜	28⅝ ⅜	28⅝ ⅜	28⅝ ⅜	....
Ditto, passive	....	....	7⅝	7¼	....	....
Ditto, deferred	14⅜ ¼	14⅜ ¼	14¾	14⅜ ¼	14⅜ ⅜	....
Dutch, 2½ per Cent.	54	54⅜	53½ 4⅜	54 53⅞	53⅞ ⅜	....
Ditto, 5 per Cent.	99½ ⅜	99⅜ 100	100 99⅝	99⅝ ⅜	99⅜ ⅜	....
Ditto, 5 New, 1837	98	....	....	98¼ ⅜	....	....

FRENCH FUNDS.

	PARIS					LONDON.	
	April 9	April 11	April 14	April 15	April 6	April 13	April 17
5 per Cent. Ann.	112f.80c.	112f.40c.	112f.60c.	112f. 3c.	....	112f.50c.	....
4½ per Cent. Ann.	25f. 20c.	25f. 20c.	25f. 20c.	25f. 22½c.	....	25f. 40c.	....
ditto 3 mths.	25f. 5c.	25f. 5c.	25f. 5c.	25f. 7½c.	....	....	....
4½ per Cent. Ann. Exchange	....	....	106f 25c.	....	....	....	....
4 per Cent. Ann. Exchange	102f.50c.	103f.	....	103f.	....	....	....
3 per cent. Exchange	84f. 5c.	84f. 5c.	83f. 90c.	83f. 45c.	....	....	....
Bank Shares	3190f.	3190f.	3190f.	3190f.	....	....	....

IRISH FUNDS,

April 16, 1840.

Bank stock	181			Royal Canal Stock		31½
Government Debentures	3½ per ct.	91½		Patriotic Insurance	10 0 0	6¾
Ditto Stock	3½ per ct.	92¾		Provin. Bank of Ireland	25 0 0	45
Ditto New	3½ per ct.	98½		Hibernian Bank	25 0 0	25¾
Ditto ditto, reduced	4 per ct.	98		Grand Canal Stock		24
Consols	3 per ct.	90½		Mining Co. of Ireland	7 0 0	15¾
City Debentures	4 per ct.	5¾		City of Dublin Steam Co.	100 0 0	1164
Exchequer Bills	2½ d per diem			Kingstown Railway	100 0 0	75

AMERICAN FUNDS.

	Interest	London	America
New York 5 1855	..	..	—
.. 1858	..	..	—
.. 1860	8½	..	—
Pennsylva. 5 1854	7½	..	—
.. 1856	7½	..	—
.. 1858	7½	..	—
.. 1860, 62	7½	..	—
.. 1874	7½	..	—
Maryland 5 1888	..	..	—
Ohio 6 1856, 58	91	..	—
South Carolina 5 1868	87 8	..	—
Tennessee 6 1888	..	..	—
Virginia 6 1857	..	..	—
Louisiana 5 1844, 7, 50, 2.	89 90	..	—
Mississipi .. 6 1861, 6, 71	..	..	—
INCORPORATED BANKS.			
Per Cent.			
United States .. 8 1866	15¾ 15	..	74
Louisiana State .. 10 1870	..	..	—
Bank of Louisiana 8 1870	..	..	—
N. Oricans, Canal & R. Co.	..	..	—
City Bank	..	..	—
New York Life and Trust 5	..	..	—
Tennessee Planters 9	..	..	—
Mississippi .. 10	..	..	—
Exchange at New York	..	..	107½

COURSE OF EXCHANGE.

THURSDAY, April 16, 1840.

	Usance allowed.	Price at this time on Charge.				Usance allowed.	Price at this time on Charge.		
Amsterdam	2	11	11	12	12	2	Barcelona	86	—	—
Ditto at Sight	1	11	11	19	11	10½	Seville	86	—	—
Rotterdam	2	12	5	12	2	—	Gibraltar p. $ d.	48	—	—
Antwerp	2	12	5	12	12	2	Leghorn	50 50	50 ½	50 55
Hamburgh Mrs. B.	1	13	12	13	8½	3	Genoa	25 75	25 62	25 87½
Altona	1	13	12½	—	—	—	Milan	31	—	—
Paris, 3 days' sight	1	25	45	25	30	35	Venice, p. 6 A. L.	47	—	—
Ditto	1	25	70	25	32½	25	Naples	40¾	41¼	41¾
Marseilles	1	25	75	25	37½	25	Palermo	123	123	—
Bordeaux	1	25	75	—	—	—	Messina	123	124	—
Frankfort on Main	1	150½	149¾	150	149¾	—	Lisbon	54¾	54¾	—
Petersburg p. rouble	1	37¼	—	—	—	—	Oporto	54¾	54¾	54¾
Berlin ... exc. doll.	1	7	6	—	—	—	Rio Janeiro	27	—	—
Vienna ef .... do.	1	10	6	10	2	10	Bahia	26	—	—
Trieste ditto	1	10	7	10	3	10	Buenos Ayres	—	—	—
Madrid	1	36¾		37½		37¾	Madras	—	—	—
Cadiz	1	36½		37		37¾	New York	46¼	—	—
Bilboa	1	36¾		—		—	Philadelphia	46	—	—

PRICES OF MATERIALS IN CORNWALL

AS SUPPLIED AT THE PRINCIPAL MINES IN THE FOLLOWING MONTHS.

	1 & 12	1 & 7		1 & 12	1 & 7
Common iron, per cwt.	10s 0d	9s 6d	Iron wire sieves, each	2s 9	2s 9d
Half-inch square ditto	11 0	10 6	Iron wire work, per foot.	0 6	0 6
Best tough whim chain	30 0	30 0	Board nails, per cwt	19 6	19 6
Boiler plates	14 0	14 0	Half-board ditto, per 1000	5 0	5 0
Hoop iron	13 6	13 6	Hatch ditto	2 8	3 8
Nail rods	12 6	14 0	Half-hatch ditto	3 0	3 0
Miners' shovels	32 0	32 0	Linseed oil, per gallon	3 2	3 8
Charcoal iron	14 0	14 0	Rape ditto	3 2	3 6
Gunpowder, per 100 lbs.	40 0	40 0	Birch, per foot.	0 2	0 2
Leather, per lb.	1 10	1 10	Pine, ...	1 6	1 6
Coals, per ton, at quay	14 0	16 0	Sheet lead, per cwt.	24 0	24 0
Candles, per dozen lbs.	3 9	3 6	Barrow bends	11 6	11 6
Tallow, per cwt.	49 0	50 0	H 2 steel (112 lbs.)	32 0	32 0
Ropes	36 0	35 0	2s. nails	18 6	18 6
Flat ropes	37 0	36 0	Pick hilts	1 5	1 5
Hemp	0 5	0 5	Shovel hilts	2 6	2 0
White yarn, per lb.	0 4	0 4	White ground lead	27 0	27 0
White rope	0 4	0 4	Red lead	25 0	25 0
Brass wire sieves, each	3 9	3 9	Best rolled iron	12 0	12 0
Ditto machine	13 0	13 0	Blistered steel	37 0	33 0

*** The figures at the top of the columns refer to months—as 11 Nov., 12 Dec., &c.

TIDE TABLE.

HIGH WATER AT LONDON BRIDGE, for the week ending April 24.

	Saturday.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday
Morning	2 50	3 19	3 52	4 27	4 57	5 34	6 23
Afternoon	3 4	3 34	4 7	4 42	5 14	5 57	6 45

PRICES OF SHARES.

BRITISH MINES.

No. of Shares.	NAME OF COMPANY.	Amount of Shares.	Amount paid.	Highest Price.	Lowest Price.	Present Price.
550	Anglesey	100	5	10	8 8	10
1,800	Arigna Iron & Coal Co.	50	34	9½	9½ 9½	
4,000	Bissoe Bridge	5	5	4¼	4 4	
8,000	Blaenavon	80	40	35	35 35	
20,000	British Iron	50	50	¼	¼ ¼	
100	Copper Bottom	..	41	30	30 30	
2,000	Cornubian Lead Co.	..	3½	1⅞	1¼ 1¼	
6,000	Cornwall Great United	12	10½	1¼	1 1	
1,000	Cuddra	10	8	8	8 8	
5,000	Dartmoor Consols	5	5	1	1 1	
10,000	Durham County Coal Co.	50	35	..	.. —	
2,000	Dancecombe	..	..	..	.. —	
2,000	De Dunstanville	..	..	3¾	3¼ 3½	
1,000	Duffield	..	..	8½	8 8	
2,000	East Cornwall Tin, &c.	6	6	2	2 2	
1,200	East Mulberry Hills	3½	3½	1	1 1	
4,000	English	25	12½	1	1 1	
3,200	Great Wh. Prosper	25	7½	6¾	6¾ 6¾	
4,000	Great Wh. Charlotte	24	24	1¼	1 1	
2,000	Gcruick	..	..	¼	¼ ¼	
10,000	Hibernian	50	12	4	4 4	
1,000	Holmbush	100	4	41	40 41	
2,000	Isle of Serk (Guernsey)	..	6¼	11	11 11	
600	Liwyndyisa	..	..	..	.. —	
20,000	Mining Co. of Ireland	25	7	15	15 15	
6,000	Perran Consols	4½	4½	1½	1½ 1½	
3,000	Polberow Consols	10	10	1	1 1	
6,000	Polbreen	5	4	1	1 1	
2,000	Relistian	..	..	2¼	2 2	
5,000	Redmoor Consolidated	5	4¾	1¼	1¼ 1¼	
10,000	Rhymney Iron	50	50	40½	40 40	
8,000	St. Hilary	2½	2½	¼	¼ ¼	
800	South Towan	10	10	1½	1½ 1½	
1,000	South Wh. Neptune	..	..	..	.. —	
4,000	Tregollan	5	3½	1¼	1¼ 1¼	
4,000	Treicigh Consols	5	4¾	1¼	1¼ 1¼	
4,505	Tamar Consols	5	3	1¼	1¼ 1¼	
6,000	Tin Croft	10	6¼	5	4¾ 4¾	
198	Trevaskus	..	60	40	40 40	
4,000	Tretoil	..	1½	3¼	2¾ 3¼	¼
4,000	United Hills	5	5	6	7¼ 7¼	
3,300	West Cork	50	50	..	.. —	
5,000	Wh. Harm. & Montague	10	10	¼	¼ ¼	
6,000	Wicklow Copper	5	5	⅝	⅝ ⅝	
3,820	West Wheal Jewel	8	7½	5¼	4¾ 5	
5,000	Wheal Sisters	..	¼	¼	¼ ¼	
1,000	Wheal Julia	..	..	35	35 35	

FOREIGN MINES.

4,000	Alten Mining Company	15	12½	11	11	11
10,000	Anglo Mexican Co.	100	100	1	1	1
3,274	Do. Subscription	25	25	2¼	2¼	2¼
2,000	Bolanos	150	150	70	70	70
	Ditto Scrip	..	23	40	38	40
10,000	Brazilian Imperial	25	20	17	16	17
10,000	Bolivar	20	20	1	1	1
10,000	Ditto Scrip	10	10	1¼	1¼	1¼
10,000	Cata Branca } Brazilian	10	6¾	8	7½	8
10,000	Conceiçao.. } Co.	10	3	..	..	—
10,000	Candonga Mining Co.	20	5	..	..	—
	Ditto registered	20	5	5	5	5
12,000	Cobre Copper Company	40	40	30	29½	30
8,000	Colombian Co. regis.	55	55	3	3	3
1,500	Ditto, New	11	11	..	..	—
10,000	Copiapo Mining Co.	20	13	10½	10½	10½
20,000	General Mining Association	20	18	8	8	8
5,351	Mexican Company	6	6¼	..	..	—
12,000	Mocambas and Cocaes	25	25	1½	1½	1½
5,000	Minas Geraes	20	12	..	..	—
2,000	New Granada	10	2	..	..	—
14,582	{ Real del Monte, regis.	344	26	6¼	6	6¼
	{ Do. unregistered	344	..	5½	5½	5½
	Ditto Loan Notes	150	80	60	60	160
2,500	Rio de Ancri	..	..	3¾	..	—
11,000	St. John d'el Rey	..	14	2½	2½	2½
40,000	United Mexican	40	40	3½	3¾	
	Black Scrip, addl capital	14	5	¼	¼	
	Red New Scrip	5	5	6¾	6¾	6¾
14,000	Zacatecas Mining Co	5	5	..	..	—

RAILWAYS.

2,500	Aylesbury	20	20	..	..	—
6,300	Birmingham and Derby	100	90	65	65	65
9,500	Birming. & Gloucester	100	80	65¾	64	65¾
7,500	Birm. Brist. & Th. Junc.	20	18	9	9	9
660	Bolton and Leigh	100	100	..	..	—
641	Ditto ½ Shares	25	25	..	..	—
15,000	Bristol and Exeter	100	40	10	9¾	9¾
350	Cheltenham	100	100	1¼	1¼	1¼
5,000	Chester & Birkenhead	50	50	51	51	51
5,000	Chester and Crewe	50	50	48	48	48
3,500	Do Extension	50	3	4¼	4¼	4¼
7,500	Chelten. & Gt. Western	100	45	18	18	18
14,000	Chelt. Oxford and Tring	100	5	6¾	6¾	6¾
2,000	Clarence	100	32	33¾	33½	33½
6,000	Dublin and Drogheda	100	10	4	4	4
	Dublin and Kingstown	100	90	80	80	80
8,000	Dublin and Kilkenny	100	7¾	¼	¼	¼
800	Durham Junction	100	100	..	..	—
2,040	Durham & Sunderland	50	50	38	38	38
3,000	Deptford Junction	20	1	1¼	1¼	1¼
60,000	Eastern Counties	25	21	2	2	2
8,000	Edinb. Leith & Newha.	20	11	4	4	4
18,000	Edinburgh & Glasgow	50	25	16	16	16
2,300	Forest of Dean	50	50	4	4	10
12,500	Glasg., Paisley & Ayrsh.	50	20	2¾	2¾	2¾
16,000	Glasg., Paisley, & Green.	100	25	17	16	16
10,918	Grand Junction	100	100	231	231	231
10,918	Do. New	50	50	85½	85½	85½
10,000	Great North of England	100	55	39	39	39
42,000	Great Western	100	65	8	7¾	7¾
	Ditto New	50	30	8	8	8
6,000	Gosport Junction	50	20	21	20	21
8,000	Gt. Leinster & Munster	100	5	..	..	—
8,000	Hull and Selby	50	40	28	28	28
2,000	Hartlepool Dock & Rw.	..	100	150	150	150
5,000	Lancaster & Preston	50	42½	30	30	30
2,100	Leeds and Selby	100	100	70	70	70
2,000	Leicester and Swaning.	50	50	34	31	33½
5,100	Liverpool & Manchester	100	100	88	88	88
12,021	Do. ½ Shares	25	25	26½	26¼	26½
7,908	Do. ½ do.	50	42	26	26	26
24,000	Lond. & Blackwall	25	20	17¼	17¼	17¾
20,000	London and Greenwich	20	20	9¼	9¼	9¾
	Ditto New	..	20	15½	15½	15¾
25,000	London and Birmingh.	100	90	65	64	65
25,000	Do. ½ Shares	25	25	26	25¼	26
	Do. New	50	24	46½	44	45½
28,468	London & Croydon Tr.	20	14½	10½	9¾	10½
6,334	Do. Scrip	9	4½	8¾	8¼	
36,000	London & Sth. Western	50	18½	44	4	14
36,000	London & Brighton	50	35	25½	25	25
	Ditto ½ Shares	25	25	25½	25	25½
	London Grand Junc.	100	100	90	90	90
2,000	Llanelly	100	70	73	73	73
7,000	Manchester & Sheffield	100	20	5	5	5½
14,000	Manchester and Chester	..	24	..	..	—
13,000	Manchester and Leeds	100	60	75	74¾	74¾
10,000	Do. (New)	50	20	28¾	28¼	28¾
10,000	Manchest. South Union	100	5	21¼	21¼	21½
1,000	Manchester & Oldham	100	..	..	..	—
80,000	Manchester & Birming.	70	25	12	11½	12
15	Do. ½ Extension	20	7	3	3	3
3,600	Maryport & Carlisle	20	4	7	7	7
10,000	Midland Counties	100	100	86½	86¼	86¾
5,000	Newcastle and Carlisle	100	100	10	10	10
3,600	Ditto New	25	25	27¼	27¼	27½
12,000	North Midland	100	100	98	97½	98
13,000	Ditto (New)	100	20	20½	18½	20
12,000	Northern and Eastern	100	25	12¾	12¼	12½
6,000	North Union	100	75	75	75	75
7,000	Preston and Wyre	50	50	45	45	45
6,870	Ditto (New)	25	5	..	..	—
1,500	Stanhope and Tyne	100	100	..	..	—
1,000	Stockton & Darlington	100	10	30	30	30
1,870	Do. ½ Shares	50	50	..	..	—
5,000	South Durham	100	20	6	6	6
4,000	Sheffield & Rotherham	25	25	30½	30½	30½
21,000	South Eastern	50	18	12	6¾	
5,630	Taff Vale	..	75	45	45	45
8,000	Thames Haven	50	7½	4¼	4¼	4¼
5,330	Warrington & Newton	100	60	..	..	—
5,400	Westminster & Greenw.	50	25	6	6	6
1,000	West Durham	10	7	4¼	4	4¼
6,000	York & North Midland	50	20	12½	12	12

PRICES OF SHARES.

MISCELLANEOUS.

No. of Shares.	NAME OF COMPANY.	Amount of Shares.	Amount paid.	Highest Price.	Lowest Price.	Present Price.
10,000	Anglo Mexican Mint	10	10	11½	11½	11½
10,000	Anti Dry Rot	25	17½	4½	3½	3¾
10,000	Asphalte (Clariege)	20	5	1	⅞	⅞
10,000	Assam Tea	50	5	5¾	5	5½
10,000	Australian Agricultur.	100	27½	41	40¼	41
8,600	Brit. Rock & Patent Salt	50	35	..	..	—
8,000	Bahia Steam	10	7	¼	¼	¼
2,500	Bitumen Bastenne, &c.	20	3	1	1	1
6,000	Brit. Americ. Land Co.	..	35	10	10	10
20,000	Brit. Agricu. Loan Co.	100	5	..	..	—
10,000	Canada Company	100	32½	34	34	34
200,000	Canada (Upper) Bonds			..	..	—
	City Bonds, div. 4½	..	..	101	100	100½
5,000	Eastern Coast of Central America (Deb.	20	16½	5¼	4¾	4¾
5,000	Droitwich Patent Salt	25	25	..	..	—
2,500	Essex Marine Salt	20	8	..	..	—
1,000	Equitable Discount So.	100	25	..	..	—
2,700	Equitable Rever. Soc.	100	45	41	41	41
20,000	General Steam Navig.	15	14	2½	2½	2¾
2,100	Hungerford Market	100	100	310	315	315
	Hudson's Bay Stock	100	100	268	268	268
10,000	Irish Waste Land Co.	50	1	¼	¼	¼
8,000	Lond. Rever. Inter. So.	50	10	6	6	6
1,800	London Corn Exchan.	..	..	25	25	25
8,000	Lond. Caoutchouc Co.	12½	12½	5	5	5
5000	London Cemetery Co.	20	15	10	10	10
20,000	Mexican South Amer.	10	7	4¾	4¾	4¾
	New Corn Ex.	..	87½	20¼	20¼	20¼
	New Brunswick (Land)	..	60	12	12	12
10,000	Rio Doce	25	6	¼	¼	¼
2,754	Rever. Interest Society	100	100	134	133	134
2,633	Ditto New	100	90	117	117	117
2,000	Shotts Iron Foundry	50	48	..	..	—
10,000	South Australian	25	15	12	12	12
	Ship Ow. Towing Co.	10	7¼	7	7	7
4,000	Thames Tunnel	50	50	10	9½	10
10,000	Van Dieman's Land	100	18£	11½	11½	11½

CANALS.

No. of Shares.	NAME OF COMPANY.	Amount of Shares.	Amount Paid.	₤	Dividend per Ann.	Time Dividend Payable.
1,760	Ashton and Oldham	98	98	120	7	Sept.
1,482	Ashby-de-la-Zouch	113	113	72	4	Oct.
720	Barnsley	160	160	275	14	July
1,260	Basingstoke	100	100	55	..	—
1,005	Brecknock & Abergav.	150	150	94½	5¼	—
8,000	Birming. 1-10th Share	79½	79½	218	10	Dec.
4,000	Do. & Liverpool Junct.	100	100	27	..	—
477	Bolton and Bury	250	250	..	6	Jan.
712	Bridgwater & Taunton	100	100	70	3	Aug.
400	Chelmer & Blackwater	100	100	61	5	Jan.
16,000	Carlisle	..	21¼	..	..	—
500	Coventry	100	100	280	48	Nov.
1,800	Chesterfield	..	..	..	..	—
400	Cromford	100	100	65	27	July
4,546	Croydon	31¼	31¼	33¾	..	—
11,810	Do. Bonds	..	..	..	5	Oct.
20,000	Danube and Mayne	41¼	41¼	27	4	—
2,000	Dudley	100	100	97	44	Sept.
600	Derby	100	100	138	11	July
3,575	Ellesmere & Chester	133	133	82	4	Sept.
231	Erewash	100	100	800	6	Oct.
1,297	Forth and Clyde	100	100	120	30	July
11,600	Grand Junction	100	100	165	10	June
2,844	Grand Union	100	100	25¾	1	Oct.
1,500	Grand Surrey	100	100	..	..	Sept.
120,000	Do. (optional) Loan	100	100	63	4	Dec.
3,096	Grand Western	100	100	12	..	—
600	Glamorganshire	172½	172½	..	13½	Sept.
1,960	Gloucester & Berkle	100	100	..	..	
260	Do. (optional) Notes	60	60	..	..	
749	Grantham	150	150	203	12	May
6,233	Huddersfield	57½	57½	36	2	Sept.
100	Kensington	100	100	10	..	—
25,328	Kennet and Avon	40	40	26½	1¼	ept.
11,600	Lancaster	47½	47½	27	1¼	Mar.
2,807	Leeds and Liverpool	100	100	750	80	Nov.
187	Leeds & Liverpl. New	80	..	..	16	—
545	Leicester	140	140	230	15½	July
1,897	Leicester & Northam	83½	83½	86	5½	Dec.
550	Lisk. and Looe Un.	25	25	..	..	—
70	Loughborough	142½	142½	225	162	July
	Manches., Bol. & Bury	..	78	66½	..	—
2,402